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China Mail

ESTABLISHED 1846

No. 25,752 HONG KONG, SATURDAY, DECEMBER 24, 1927. PRICE, \$3.00 Per Month.

"The Useful Christmas Gift"

Buy an 8 power British or French Binocular at the Special Price of \$45.00

at

LAZARUS'.

IRONSIDES QUIT.

ENTIRE FORCE EVACUATES CANTON.

KWANGTUNG POLITICS.

Turning Attention To East River Cities.

BIG DRIVE AGAINST COMMUNISTS AT HOIFUNG ANTICIPATED.

Opinions differ as to why the Ironsides have evacuated Canton to their last man, preferring the East River cities of Sheklung and Waichow. Some think that they are bent on a "vindication campaign" which will be directed at the "Soviet Government" in operation between Swatow and Bias Bay, while others predict hostilities between the Ironsides and two other factions with designs on Canton. Latest political developments in Kwangtung province are detailed below.

YUNNANESE IN CAPITAL.

About 20,000 Ironsides are gathered at Waichow, on the East River, 60 miles east of Canton, ready to strike a mortal blow at the "Soviet Government" established in the hinterland of Bias Bay.

Latest intelligence to hand bears out the prediction made by the "China Mail" political correspondent that the Ironsides are to engage in a vindication campaign.

Leaders Fade Out.

Their commander-in-chief, General Chang Fah-kwei, has had to resign. The second-in-command, General Wong Ki-cheung, has been dismissed.

The principal political sponsor, Mr. Wang Ching-wei is practically an exile from China. His three or four leading supporters have left or are leaving Canton.

Upwards of 10,000 men this week travelled the 40 miles by the Kowloon Railway (Chinese section) from Canton to Sheklung.

Frontier Left Open.

Garrisons in districts along the British (New Territories) frontier have been withdrawn to join the concentration camp at Waichow, going via Sheklung.

In fact, the Ironsides have gone so far as to denude the railway zone of troops and less than a brigade will be left in the main base at Sheklung.

Therefore the Ironsides will have fully 20,000 seasoned men for the drive against the Hoifung and Lukfung districts where the Reds hold sway.

The Reds' Opportunity.

All those who could do so have fled from this unhappy area but a few more refugees arrived yesterday in small fishing boats.

As explained by the "China Mail" Canton correspondent over a month ago, the place is too poor to induce a garrison to stay there. Taking advantage of the land being undefended except for militia, the Reds gathered all the banditti, guerrillas and Peasant Corps they could and overthrew the local government.

Troops for Canton.

The Reds probably have 3,000 rifles between them and a small fraction are ex-soldiers. Against even odds, they will be no match for the Ironsides who are in such preponderance.

Detachments of troops other than Ironsides have arrived in Canton these few days, from the North River. Some are Yunnanese mercenaries, says the "Hong Kong Evening Post" and the others belong to a "neutral" Lt.-General who now has charge of the city.

At Honam, across the Canton River from the city, westwards to Fatshan and Samshui, the 5th Army (dubbed the Papersides) under General Li Fook-jum holds sway.

FUNDS WANTED.

Cause for Kwangsi's Halt on West River.

Outside of the territories referred to and along the lower reaches of the East River, the present Canton Government does not have any power.

Kongmoon and hinterland is in the hands of Kwangsi troops. The main strength of the Kwangsi army has called a halt on the West River, some 50 miles above Samshui. The "China Mail" political correspondent learns that General Wong Shui

REDS SPREAD OUT.

Canton Agents Now at Amoy?

RAID ON PORT NEAR SHANGHAI.

Communists Busy In Nationalist Territory.

Shanghai, Yesterday. Both the police and the military at Amoy have been ordered by the local Nationalist authorities to take special precautions against Communist agents in the port.

It is believed that a number of agitators, after leaving Canton when the troops had restored order there, have secretly entered Amoy for the purpose of fomenting trouble.

Looting & Burning.

On the night of Dec. 20, a Communist horde broke into villages adjoining the port of Kiangyin near the mouth of the Yangtze River.

Nationalist troops arrived on Dec. 21 and the Reds retired.—"Hong Kong Evening Post."

[Note: Amoy is a port in southern Fukien. Kiangyin is 95 miles from Shanghai.]

GOING TO-DAY.

Soviet Consulate Staff of Shanghai.

Shanghai, Yesterday. It is reported that the staff of the Soviet Consulate-General will be leaving Shanghai to-morrow.

Trans Service Improves.

About fifty trams were running to-day and the service has improved although the strike has not ended.—British Naval Wireless.

Shanghai, Yesterday. The tram service is gradually resuming. Twenty-six trams are running to-day, chiefly in the Western district of the International Settlement.—Reuter.

HANKOW REDS.

Twelve Russian Women Now Released.

Hankow, Dec. 22. Twelve Russian women were released yesterday (Wednesday) evening. The released persons state that they did not suffer any ill-treatment from the authorities.—Reuter.

MOSCOW'S VOICE.

Threatens Punishment for Acts of Savagery.

Moscow, Yesterday. Mass meetings of protest against the execution of Soviet citizens in Canton have been held in Moscow, Leningrad and Siberian cities, and the Russian Far Eastern Shipping Agency announces the cancellation of its steamship services in all Chinese ports.

M. Chicherin has issued a long statement protesting against the executions, concluding to the effect that the Soviets reserve the right to undertake what measures may be deemed necessary, in view of the bloody crimes in South China against Russia: these savage acts cannot remain unpunished.—Reuter.

IN THE NEWS.

ITEMS FROM TO-DAY'S POLICE REPORTS.

A Chinese male child who fell on a rice bowl and injured his face was admitted to the Government Civil Hospital yesterday.

The driver of public motorcar No. 439 reports that whilst driving along Praya East yesterday, near No. 2 Police Station, he ran into the rear of a tramcar. A passenger in the car was injured on the forehead by broken glass and removed to hospital.

OUR MONEY.

STILL A \$44 MILLION BALANCE.

The balance in hand of Kong Kong Government funds on Sept. 30 was \$4,781,528.06.

In September the Colony spent \$1,594,886.34.

The Colony's assets on Sept. 30 totalled \$16,928,214.73.

It is notified in the "Gazette" that at the expiration of three months, the Yik Wing Steamship Co., Ltd. will, unless cause is shown to the contrary, be struck off the register of companies.

BIG OPIUM HAUL.

214 TINS FOUND ON WHARF.

Two hundred and fourteen tins of prepared opium were brought to the water, Police Station by detectives yesterday. The drug was found in a bag tied with rope on Tin Chung wharf, Tsimshai.

PEKING BADLY HIT.

Crop of Reverses In the War.

WHITE RUSSIAN GENERAL DIES?

Premier's \$500,000 For Counter-Offensive.

A crop of cables came in overnight all pointing to very bad times for the armies of the Peking Government in their war with the Nationalists.

The Nationalists have reached a point about 400 miles south of Peking and their offensive is sustained.

"Losing All Round."

According to the Chinese reports, two detachments have surrounded to the Nationalists: a general has resigned; the (Russian) general of the "White Russians" has died; the people of Shantung province are in a panic because their province has been entered; and their best fighters are already retreating to the north bank of the Yellow River.

Mr. Pan Fu, the Premier of the Peking Government, is reported to have brought \$500,000 to Tsingtau (capital of Shantung) with which General Chang Tsung-chang has been asked to launch a counter-offensive.

Trouble Near Hankow.

A Shanghai cable to the "South China Review" says that communication between Hupeh and Hunan provinces (south of Hankow) has been severed owing to the Nationalist troops there com-

DOOMED

Crew of American Submarine.

RESCUE ABANDONED.

"Apparent Incompetency Of Navy Department."

New York, Yesterday. All hope of rescuing any of the crew of the submarine S4 is virtually abandoned. The rescue fleet is now devoting its attention to salvage, but the raising of the vessel is unlikely until the Spring.—Reuter's American Service.

American Legion Criticism.

New York, Yesterday. Since the S4 tragedy people have been too interested in the life saving efforts to criticise the Navy Department's management of the salvage operation. Now, however, the public Press is showing certain impatience. A resolution crystallising the feelings of a considerable section of the public was passed by the Massachusetts Post of the American Legion declaring that "the apparent incompetency of the Navy Department in handling the situation, whether due to lack of proper equipment, red tape, inefficiency or other causes, can be viewed only with apprehension."

Meanwhile the Secretary of the Navy has issued numerous statements giving the impression that he is on the defensive.

Anything may happen in the

North and, viewed as a whole, the welter of China's domestic problems still provides a baffling mystery.

When General Li Chai-sum recently acted against the more violent of the labour unions and ordered the winding-up of the anti-Hong Kong strike movement, he took a step which he had hitherto been very reluctant to take.

Hopes Dashed to Ground.

His policy then was taken to indicate that he felt himself strong enough for the first time.

Merchants looked forward to an era of peace and prosperity at least until China New Year.

Comparatively, he had been a successful administrator; but his hopes were soon dashed to the ground.

The Kwangsi administration, of which he was the head, was easily overthrown by their friends the Ironsides.

Kwangtung has since been in a state of war between the Ironsides and the Kwangsi faction.

Public Opinion Heard.

The Ironsides lost prestige because they failed to hold the Communists in check.

At last public opinion made itself heard in Canton. People asked for the return of General Li Chai-sum. Their wishes have been backed up by the bloodless recapture of Kongmoon by Kwangsi troops and a gain of 70 miles in a 120 miles' march down the West River.

Bowing to the inevitable, the Ironsides have reconciled themselves to evacuating Canton.

But they will not make way for, or surrender to, their old friends, the Kwangsi faction because doing so will be conclusive evidence of their guilt of usurpation.

Nationalist Influence.

Now it is necessary to take in the effect of latest developments at Shanghai and Nanking, where the most influential of Nationalists are gathered.

General Chiang Kai-shek, the former generalissimo, is in the limelight. In seeking help for his come-back, he flirted with the Canton group of politicians who form the civilian counterpart of the Ironsides.

Chiang Kai-shek does not want Li Chai-sum back in Canton. One reason is that Li Chai-sum belongs to the Kwangsi faction which opposed Chiang Kai-shek. Another is that when Li Chai-sum governed Canton he stopped sending money to Chiang Kai-shek at Nanking.

"Worst of All."

So Chiang Kai-shek has a nominee for the chief position in the government of Canton which is to be formed anew, to restore order out of chaos, and to be strong enough to prevent a repetition of the Red rising.

This nominee is General Chen Min-chu who is friendly both to the Kwangsi faction and to the Ironsides.

There's the rub. He may want

Canton for himself, or he may side with one army against the other (which would resist), to the detriment of peace in Kwangtung.

The highest temperature was 84.4 degrees on the 4th and the lowest 58.7 on the 30th.

The sun shone longest on the 5th, for 10.7 hours. There were 231.4 hours of sunshine during the month.

The maximum squall velocity, as recorded by the Dines-Baxendell anemograph, was at the rate of 74 miles per hour at 12.27 p.m. on the 20th.

The maximum wind velocity was

10.2 miles per hour at 12.27 p.m. on the 20th.

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TRIAL BY COMBAT.

THE ONLY SOLUTION FACING CANTON.

WAR IN THE NORTH.

Failure To Form Stable Kwangtung Govt.

[By "Li Chung-yin"]

Trial by combat is the only solution facing Canton and the province of Kwangtung now that a deadlock has been reached in the negotiations to form a strong government; but as better prospects will follow this inevitable war, it is hoped that hostilities will be decided quickly.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$60,000,000
Lived and Fully Paid-up \$20,000,000
Reserve Funds \$2,000,000
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Silver \$12,000,000
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Current Accounts' opened in Local Offices
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Hong Kong, 12th September, 1927.

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The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Terms can be obtained on application.
FOR THE HONGKONG & SHANGHAI BANKING CORPORATION. A. C. Hynes, Chief Manager.

Hong Kong, 12th September, 1927.

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Interest allowed on Current Accounts and Fixed Deposits according to arrangements.

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CH. LEM., Manager.
Hong Kong, 26th February, 1927.

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These offices are open to let to London Bankers.

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O. STEENSTRA, Manager.

Hong Kong, 20th July, 1927.

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Hokkaido, Shimonoseki, Singapore.

Kai Yuan, Tientsin, Tokyo.

Kobe, Tsinanfu.

London, Tsinanfu.

Los Angeles, Tsinanfu.

Manila, Vladivostok.

(Temporarily closed).

Nagasaki, Nagoya.

Interest allowed on Current Accounts.

Deposits received for fixed periods of time to be obtained on application.

H. MORI, Manager.

Hong Kong, 12th September, 1927.

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BANQUE FRANCO-CHINOISE
pour le
Commerce et L'Industrie
(Incorporated in France).

5, Chater Road, Victoria, Hong Kong.

HEAD OFFICE: 74, Rue St. Lazare,
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Capital fully paid up Frs.40,000,000
Special working capital Frs.50,000,000
Reserves Frs.18,276,000

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Every description of Banking and Exchange Business transacted. Correspondents throughout the world.

A. ROLLIN, Manager.

Hong Kong, 21st April, 1927.

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CANTON: MEDIEN, MEDIEN.

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SATURDAY, DECEMBER 24, 1927.

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SITUATION WANTED.—Children's Nurse (English), wishes to return to England as nurse, nurse help or companion. Box No. 519, care of "China Mail."

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ANNOUNCEMENT.—Wonderful Irced and Water Wave can be one in the Hong Kong Hotel beauty Parlour. Manicure by expert for Ladies and Gentlemen. Permanent Wave, French Method.

ANNOUNCEMENT.—HAIR SPECIALISTS OF EMPRESS OF RUSSIA, Miss Pare and Mr. Wicks HOTEL SAVOY Beauty Parlour. Do your best for the Holidays, ours 9 a.m. to 6 p.m.

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FOR SALE.—One Portable H. M. size Gramophone in good condition and records. Latest model. \$50. Apply Box No. 520, care of "China Mail."

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R. LI HON FUN begs to state that he has been a teacher of Chinese to European Officers and Chinese in Hong Kong for more than twenty years, that he has had considerable experience in training students for examinations in Chinese, holds first-class certificates, persons wishing to study the Chinese language are requested to communicate with him at No. 104, Ya East, first floor. Terms moderate.

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MARTIN'S PILLS
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A special preparation
for the cure of all
small children. Every lady should
keep a box in the house. Cheapest and
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Proprietor: Martin, Child, London, Eng.

NOTICES.

BANK HOLIDAYS.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, and TUESDAY, the 26th and 27th instant. (Christmas Holidays).

Hong Kong, 21st December, 1927.

A. S. WATSON & CO. LIMITED.

NOTICE.

ON SATURDAY, the 24th December, All Departments will be OPEN until 6 p.m.

On MONDAY, the 26th, and TUESDAY, the 27th December, all Departments will be CLOSED.

On these days, The Hongkong Dispensary, Dispensing Department, will be open for dispensing prescriptions from 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

A. S. WATSON & CO., LTD. Hong Kong, 23rd December, 1927.

NOTICE.

WE have REMOVED our Offices to the New P. & O. Building (4th Floor), from 19th of December, 1927:

DOUGLAS LAPRAIK & CO. Hong Kong, 17th December, 1927.

NOTICE.

DOUGLAS STEAMSHIP CO., LTD.

THE OFFICES of the Douglas Steamship Company have been REMOVED to the New P. & O. Building (4th Floor), from MONDAY, 19th of December, 1927.

DOUGLAS LAPRAIK & CO., General Managers, Douglas Steamship Co., Ltd. Hong Kong, 17th December, 1927.

FAN-LING HUNT STEEPELCHASES.

SATURDAY, 24th December, at 3.15.

Admission to Public Enclosure \$1.00. Ladies Free.

Admission to Subscribers' Enclosure on production of badge only.

Subscribers can introduce Two Ladies Free, and Two Non-members at \$5.00 each.

Cars parked on the Racecourse \$6.00 each.

Tickets obtainable from Dr. F. Pierce Grove, Alexandra Buildings.

SPECIAL TRAINS. Return Fare 1st Class \$1.50. 2nd Class 90 cents.

Leave Kowloon 2.00. SPECIAL EXPRESS returns 5.41 p.m. Which allows plenty of time to prepare for the Christmas Eve Festivities.

THE "STAR" FERRY COMPANY, LTD.

SCALE OF CHARGES.

Effective 1st January, 1928.

Passengers	1st Class	3rd Class
Per Trip	\$ 0.10	
Persons under 16 years of age	0.05	
Non-Commissioned Officers and Men belonging to Army, Navy, Police and Fire-Brigade in Uniform	0.05	
Special Ferry 1.00 a.m.	0.20	
Asiatics only are allowed to travel 3rd Class	4 copper cents	
Book of 100 tickets—Asiatics only	6.00	\$4.00
Monthly Tickets—Single		
" " " (Persons under 16 years of age)	2.00	
" " " Family (3 persons) ..	9.00	
" " " (4/5 ") ..	12.00	
Children under 3 years of age ..	Free	

The following persons will be considered as members of a Family:—Husband, Wife, unmarried Children and Governess, Nurse or Amah, living in the same house.

By Order of the Board of Directors,
F. H. CRAPNELL,
Secretary.

Hong Kong, 14th December, 1927.

JUST ARRIVED

A FEW MORE SETS
OF OLD

CHEFOO STAMPS

\$2.00 per set of 6 stamps.

Cash must be sent with order to Box No. 519

clo "China Mail"

NOTICES.

THE KOWLOON MOTOR BUS CO., LTD.

"SPECIAL" and "FAMILY" Monthly Tickets.

HOLDERS of the above-mentioned tickets are hereby informed that effective January 1st, 1928, such tickets will not be available.

SPECIAL tickets are those which have hitherto been sold at less than the charge of \$5.00 each.

By Order of the Board of Directors,

LAM MING FAN,
Secretary.

Hong Kong, December 20th, 1927.

HONG KONG FOOTBALL ASSOCIATION.

HOLIDAY MATCHES.

SATURDAY, DECEMBER 24th.

Interport Trial

PROBABLES v. ROYAL NAVY.

Hong Kong Club Ground.

Kick off at 3.45 p.m. sharp.

MONDAY, DECEMBER 26th.

Sunday Herald International Charity Cup Competition.

SCOTLAND v. PORTUGAL.

Hong Kong Club Ground.

Kick off at 3.45 p.m. sharp.

TUESDAY, DECEMBER 27th.

ENGLAND v. SOUTH CHINA.

Hong Kong Club Ground.

Kick off at 3.45 p.m. sharp.

Full Time in all these Games.

ALL PAY.

HONG KONG JOCKEY CLUB.

ANNUAL RACE MEETING.

13th, 14th, 15th & 18th February, 1928.

DRAFT PROGRAMMES and ENTRY FORMS are now ready and may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables.

Hong Kong, 15th December, 1927.

KING EDWARD HOTEL

CHRISTMAS EVE

&

NEW YEAR'S EVE

DINNER DANCE

8.30 p.m. to 12 Midnight.

\$2.50 Per Person.

Booking can now be made at the Hotel.

A DRIVER'S RIGHTS.

INDIAN CHAUFFEUR SENT TO JAIL.

"CHASING MOTOR CARS."

Sadi Khan, the Indian chauffeur of Mr. C. Bernard Brown, was yesterday sentenced to two years' imprisonment at the Criminal Sessions for manslaughter. Under circumstances already related, he knocked down and killed a Chinese woman.

Sir Henry Gollan, the Chief Justice, in imposing sentence, said:

"There is not a redeeming feature in the whole case... You have run over four people, killing one, then you went off without paying the slightest attention to the people that you had injured... Some drivers in Hong Kong think that they have a complete right to the road and that everybody must get out of their way. You seem to think, according to one of your answers, that when you blow the horn, anybody who is in the road has to get out of your way.... I want to make drivers clearly to understand that the man who is walking on the road has as much right to the road as the driver and the people who are walking are not to be chased by motor cars or run over by them in the future."

CHINESE ART.

EXHIBITIONS IN LONDON AND MANCHESTER.

Messrs. Bluett and Sons have, at 48, Davies Street, London, W., a remarkable collection of early pottery and porcelain, dating from the Chou Dynasty (1122-255 B.C.) to the Ming (1368-1620). To the Chou Dynasty belongs a handsome Han pottery vase, with deep green iridescent glaze, giving the appearance of patinated bronze. Between the Han and the T'ang periods there are models of a camel, a stately official on horseback, a superb draught ox, and a "Horse with Barbarian Rider." Coming to the Tang period (618-907 A.D.), here is an excellent "Standing Figure of a Lady" and a pair of seated figures of "Lady Musicians," both of great beauty of form, line, and colour. An exquisite porcelain "Bowl," "as thin as paper," gives an idea of the skill of the Sung potters, who made Chinese art revered throughout the land.

An exhibition of Chinese objects of art, forming part of the collection of Mr. John Hilditch, was opened on Nov. 14 in the Salford Art Gallery at Peel Park, Manchester, by Lord Colvyn. The exhibition contains more than a thousand specimens, which have been arranged by Mr. Hilditch and are described in a handsome catalogue well illustrated. The exhibits comprise embroideries, bronzes, pottery, wood-carvings, paintings, porcelain, jade, and coins.

Lord Colvyn said in the busy life one lived in commerce and industrialism it was well to visit an exhibition like that, which was the product of genius and capability centuries old. If we kept our minds solely on money-making and thought nothing of art and literature, poetry and painting, we were going to help towards the destruction of the greatest empire the world had seen.

Mr. Hilditch, in acknowledging assistance in the arrangement of the exhibition, tried to picture a procession in that gallery of the old artists, sculptors, potters, and wood carvers whose work to the eyes of the spectators still throbs with life and vigour. Men in China did not—any more than in far-off days they did in England—toll at these things for monetary gain. Mostly their wages were paid in rice. But now and again there were men to whom cash was more than something to be ignored. This set up no barrier between that type of men and ourselves. Evidence of the existence of such men was to be found among the coins arranged in one of the table cases of that exhibition. On the coin number 970, struck in the form of a medal, were the words "Happiness so long as we have the cash." That was set down by the ancient Chinese artist in days when we were still bartering goods, and putting knots in lengths of string to indicate numbers. He trusted the exhibition would act as a stimulus to the minds of visitors. The ignorance of most of us concerning the Celestial Empire was almost colossal, and it was not a little thing that in such a centre an exhibition of this kind should have been arranged. (Hear, hear).

Colonel F. S. Brereton, Mayor of Hemel Hempstead, states that the epidemic of typhoid fever in the King's Langley district has been confined to one area, and that the situation is well in hand. It is believed that the fever has been spread by milk, and probably originated with a carrier.

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M.V. "ROMOLO" Sails hence on or about 1st March.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M.V. "REMO" Sails hence on or about 10th Jan.
M.V. "VIMINALE" Sails hence on or about 7th Feb.
M.V. "ESQUILINO" Sails hence on or about 6th Mar.

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£120, £112, £110, £102 £83, via San Francisco.

G\$440, G\$420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU Tuesday, 10th January, 1928.

TENYO MARU Sunday, 29th January.

*Calls Keelung.

LONDON via Singapore, Suez, Marseilles & Ports.

HAKUSAN MARU Saturday, 31st December.

KITANO MARU Saturday, 14th January.

HARUNA MARU Saturday, 28th January.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 18th January, 1928.

BOMBAY via Singapore, Penang, & Colombo.

GENOA MARU Tuesday, 27th December.

AWA MARU Wednesday, 11th January.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.

GINYO MARU Monday, 6th January, 1928.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KAMAKARA MARU Friday, 20th January.

NEW YORK and/or BOSTON via PANAMA.

TAKAOKA MARU Tuesday, 27th December.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

DURBAN MARU Tuesday, 10th January.

CALCUTTA via SINGAPORE, PENANG & RANGOON

NAGANO MARU Saturday, 31st December.

NAGASAKI KOBE & YOKOHAMA, MISHIMA MARU Friday, 20th January.

SHANGHAI, KOBE & YOKOHAMA, KAMO MARU Tuesday, 27th December.

SEIYO MARU (Kobe direct) Saturday, 31st December.

TOTTORI MARU (Moj direct) Saturday, 31st December.

MORIOKA MARU Sunday, 8th January, 1928.

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LIGNES COMMERCIALES (Cargo Boats).

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S.S. "MIN" 1st week January, 1928.

S.S. "YANGTSE" due to arrive from DUNKIRK.

LONDON, HAVRE about the 23rd January, 1928.

SERVICES CONTRACTUELS (Mail Service)

Steamers	Sailings from Marseilles.	Arr. at Hong Kong & Sailings for Shanghai and Japan.	Sailings from Hong Kong for Marseilles.
ANDRE LEBOU	A	—	3rd Jan. 1928
CHENONCEAUX	A	—	—
ANGERS	B	2nd December	4th Jan.
D'ARTAGVAN	A	10th December	1st Jan.
G. METZINGER	A	30th December	1st Feb.
SPHINX	A	15th January	15th Feb.

RATES OF PASSAGE MONEY TO MARSEILLES
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A Class 1st Class £90. 0s. 0d. B Class 1st Class £85. 0s. 0d.

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CONSIGNATION—TRANSIT—REPRESENTATION.

SHIPPING SECTION.



DUTCH NAVY.

QUESTION OF COLONIAL DEFENCE.

In his Memorandum of Reply to the Report of the Second Chamber on the Naval Budget, Mr. Lambooy, the Dutch Minister for War and for the Navy ad interim, states that the Minister has not relaxed his efforts to increase the fighting power of the fleet. It is well known that the following is at present regarded by the Government as a desideratum for the fleet in the Dutch East Indies: Two cruisers, eight destroyers, twelve submarines, with the necessary auxiliary material; aeroplanes, hydroplanes, minelayers, etc. Everything has been done to realize this programme, and these efforts are successful.

The personal opinion of the Minister—supposing that the development of the League of Nations does not tend in another direction—is that it would be necessary to bring the number of destroyers for the D.E.I. up to 12 and of submarines up to 16. It would further be necessary to construct two new minelayers. The construction of new destroyers should be accelerated.

The State Navy should be controlled by the Dutch Government, and whilst every effort should be made to satisfy the Dutch East Indian Government in matters of naval defence, the Government of the mother country contemplates reserving to itself the final decision. The 1924 destroyers can doubtless start for the Dutch East Indies in the months of 1928.

The withdrawal of the order for the construction of the cruiser "Cobras" has cost the country a total of about £2,800,000.

CHRISTMAS CRUISES.

Since 1923 the Compagnie des Messageries Maritimes have organized circular cruises in the Mediterranean with great success. The new programme for 1928 comprises thirteen tours, one of which is a "Christmas Eve 1928 at Bethlehem" tour. The tariffs include, besides the cost of passage, all subsidiary expenses, such as accommodation in the best hotels, motor excursions, meals, gratuities, guides, etc.

NORTH-EAST COAST YARDS.

A few very welcome orders for new tonnage have recently been placed with shipyards on the north-east coast of England. Messrs. Swan, Hunter and Wigham-Richardson, of Wallsend-on-Tyne, are to build five steamers for service on the Canadian lakes, and one or two orders for small vessels have also been given out. Work is still being completed more rapidly than fresh orders can be secured. Competition between local firms for the work available remains very keen.

C.P.R. LINER.

LAUNCHED AT DALMUIR LAST MONTH.

The Canadian Pacific passenger liner "Duchess of Atholl," 20,000 tons, was launched on November 23 from the Dalmuir yards of Messrs. William Beardmore and Co., Ltd., and the next day, the company's cargo steamer, "Beaverbrae," 10,000 tons, left the slip of Messrs. Armstrong, Whitworth and Co.'s yards at Newcastle. The Duchess of Atholl was to perform the christening ceremony at Dalmuir, and Lady McLaren Brown that at Newcastle. Within the space of two months five 10,000-ton first-class cargo liners, of the "Beaver" type, the 20,000-ton liner inaugurating the new Duchess cabin class, and the "Princess Elaine" for the British Columbia coastal service, will have been launched, representing a tonnage of over 72,000. This is stated to be a world's record for the number and the aggregate tonnage launched in this brief space of time for a private ship-owning company. The "Duchess of Atholl" is due to make her maiden voyage from Liverpool on June 1, 1928, to be followed by her sister ship, "Duchess of Bedford," on July 1.

AMERICA'S CARGO LINES.

It is reported from Washington that the Shipping Board has again deferred definite action on the proposed sale of the five Government-owned cargo lines—two Atlantic and three West Coast services. The Atlantic coast lines in question are the American, France, consisting of nine vessels, of 75,141 deadweight tons, covering North Atlantic ports and French ports and operated by Cosmopolitan Shipping Company, Inc., of New York, and American West African, comprising ten vessels, of 82,352 deadweight tons, operated by A. H. Bull and Co., Inc., also of New York. The latter line operates between New York and the West African coast. The three West Coast lines include the American-Australian Orient, operating a fleet of 19 vessels, aggregating 174,616 deadweight tons, serving Pacific ports, Australia, New Zealand, and the Orient, and now under the management of Swayne and Hoyt, Inc., of San Francisco; American Oriental Mail, consisting of seven vessels of 66,370 deadweight tons, with home port at Seattle, covering ports of Puget Sound and the Orient, and operated by the Admiralty Oriental Line; and the Oregon Oriental Line, and the California Pacific Line, consisting of ten vessels of 85,703 deadweight tons, operated by the Columbia Pacific Shipping Company, of Portland. This line operates between Columbia River ports and the Orient.

NEW POLICE LAUNCH.

A steam-launch 100 feet long (over all) is required by the Police Department.

Dimensions are given in the "Gazette" in a notice calling for tenders.

MOVEMENTS OF STEAMERS.

The Ben Line s.s. "Benrinnen" from Leith, Middlesbrough, Antwerp, London, Straits and Philippines is due to arrive here to-morrow.

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CONSIGNEES' NOTICES.

Consignees of cargo ex s.s. "Lt. St. Loubert Ble" are advised to send in their claims to the Agent before December 26.

Consignees of cargo ex s.s. "Chenonceaux" are advised to send in all claims to the Agent before December 30.

S.S. "PAWLET" Dec. 24
S.S. "WEST HENSHAW" Jan. 7
S.S. "ELKRIDGE" Jan. 21

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EMPEROR OF RUSSIA	Jan. 4	Jan. 7	Jan. 13	Jan. 22	
EMPEROR OF ASIA	Jan. 25	Jan. 31	Feb. 3	Feb. 13	
EMPEROR OF CANADA	Feb. 15	Feb. 21	Feb. 24	Mar. 4	
EMPEROR OF RUSSIA	Mar. 7	Mar. 10	Mar. 13	Mar. 25	
EMPEROR OF ASIA	Mar. 23	Mar. 31	Apr. 3	Apr. 15	
EMPEROR OF CANADA	Apr. 18	Apr. 21	Apr. 24	May 1	
EMPEROR OF RUSSIA	May 9	May 12	May 15	May 27	
EMPEROR OF ASIA	May 30	June 2	June 5	June 8	June 17

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ANDE LEBOIS	A	—	3rd Jan. 1928
CHENONCEAUX	A	—	3rd Jan. 1928
ANGELES	B	3rd Decem.	4th Jan. 1928
DARTAG VAN	A	16th Decem.	18th Jan. 1928
G. METZINGER	A	30th Decem.	1st Feb. 1928
SPHINX	A	13th January	15th Feb. 1928

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine).
A Class 1st Class £99. 0s. 0d. B Class 1st Class £85. 0s. 0d.
Steamers 2nd " £70. 0s. 0d. Steamers 2nd " £61. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodations reserved in the Trains at Marseilles.
(Sailings subject to alteration without notice).

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Telephone Central 740. 3, Queen's Building.

CONSIGNATION—TRANSIT—REPRESENTATION.

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BRITISH WARSHIPS.

THE NUMBER IN CHINESE WATERS.

Mr. Bridgeman informed Mr. Wellock (Stourbridge, Lab.) that H.M.S. "Hermes," the aircraft-carrier, had returned to England to refit and recommission, and would return to the China Station on completion, probably in January. She was on the China Station from August, 1926, to February, 1928, from October, 1926, to September, 1927. Flights over Chinese territory were made from her decks on nine occasions, eight of which were in connection with Chinese piratical activities or attacks on merchant ships.

In reply to a further question by Mr. Wellock, Mr. Bridgeman said the following British warships were now in Chinese waters:—Five cruisers, one aircraft-carrier, four sloops, two destroyer flotillas (comprising two flotilla leaders and 16 destroyers), one dispatch vessel, one submarine tender, two submarine depot ships, 12 submarines, 17 river gunboats, and four armed launches. The number of officers and men, including Marines, comprised in the complements of these ships was 8,550.

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MOREA	10,953	7th Jan.	1928
KALYAN	9,144	7th Jan.	Marseilles & London
DEVANHA	8,155	21st Jan.	Strait & Bombay
MALWA	10,986	4th Feb.	Marseilles, London, Antwerp & Hull
KHYBER	9,114	18th Feb.	Marseilles, London, Antwerp & Hull
NELORE	6,853	25th Feb.	Marseilles & London
MACEONIA	11,120	3rd Mar.	Marseilles & London
KHIVA	9,185	10th Mar.	Marseilles, London & Antwerp
KASHMIR	8,985	17th Mar.	Marseilles, London, Antwerp & Hull
KARMAKA	9,128	24th Mar.	Marseilles & London
MANTUA	10,946	31st Mar.	Marseilles & London
KALYAN	9,144	7th Apr.	Marseilles, London & Antwerp
MONGOLIA	16,504	14th April	Marseilles & London
MOREA	9,053	28th Apr.	Marseilles & London
KASHGAR	9,005	15th May	Marseilles, London & Antwerp

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TAKLWA	7,836	14th Jan.	Singapore, Penang & Calcutta
SANTHIA	7,754	29th Jan.	Singapore, Penang & Calcutta

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ST. ALBANS	4,500	30th Dec.	Manila, Port Holland, Sandakan, 1928
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The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

DEVANHA	8,155	25th Dec.	Shanghai, Moji, Kobe & Yokohama
DELTA	8,097	1st Jan.	Shanghai, Moji & Kobe
AFARURA	6,000	3rd Jan.	Moji, Kobe, Osaka & Yokohama
SANTHIA	7,754	4th Jan.	Amoy, Shanghai, Moji, Kobe & Yokohama
MALWA	10,986	7th Jan.	Shanghai, Moji, Kobe & Yokohama
NELORE	6,853	13th Jan.	Shanghai, Moji, Kobe & Yokohama
KHYBER	9,114	21st Jan.	Shanghai, Moji, Kobe & Yokohama
KHIVA	6,185	28th Jan.	Shanghai, Moji, Kobe & Yokohama
MACEONIA	11,120	3rd Feb.	Shanghai, Moji, Kobe & Yokohama
TANDA	6,956	7th Feb.	Shanghai, Moji, Kobe & Yokohama
NAGPORE	5,285	17th Feb.	Shanghai, Moji, Kobe & Yokohama
KASHMIR	8,985	18th Feb.	Shanghai, Moji, Kobe & Yokohama
KALYAN	9,144	18th Feb.	Shanghai, Moji, Kobe & Yokohama
MANTUA	10,946	2nd Mar.	Shanghai, Moji, Kobe & Yokohama
ST. ALBANS	4,500	6th Mar.	Shanghai, Moji, Kobe & Yokohama
LAHORE	6,522	12th Mar.	Shanghai, Moji, Kobe & Yokohama
MONGOLIA	16,604	17th Mar.	Shanghai, Moji, Kobe & Yokohama
MOREA	9,053	8th April	Shanghai, Moji, Kobe & Yokohama
KASHGAR	9,005	18th April	Shanghai, Moji, Kobe & Yokohama
MALWA	10,996	27th April	Shanghai, Moji, Kobe & Yokohama
DEVANHA	8,155	11th May	Shanghai, Moji, Kobe & Yokohama
MACEONIA	11,120	26th May	Shanghai, Moji, Kobe & Yokohama

* Cargo only.

All dates are approximate and subject to alteration without notice.

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* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

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STATES AND SHIPS.

AUSTRALIA'S FLEET TO BE SOLD.

The Australian Government, it is announced from Canberra, intends to sell its fleet of mercantile vessels and to retire from the shipping business. In the House of Representatives Mr. Charlton (leader of the Opposition), moving a vote of no confidence in the Government in connection with the proposed sale, said that an unsympathetic administrator had detrimentally affected the line. Its sale, he asserted, would place a burden of £2,000,000 on producers through increased freights. The Federal Prime Minister (Mr. Bruce) declared that Mr. Charlton had overestimated the benefits of the line. The Government, he added, considered it the proper course to sell the line, subject to its maintenance on the Empire register and to the purchaser's guaranteeing a ten years' equivalent of the recent service in regard to mails, passengers, general cargo, and refrigerating space, and also undertaking that the interests of Australian producers should receive preference.

Australia's experience in the running of ships, like that of the United States, has been a costly one. The first ships were bought in 1916, and profits amounted to £327,386 were earned on the first year's operations. The change came with the signing of the Armistice, after the Government had announced a big shipbuilding programme. The Government decided to cut its losses, and cancelled contracts right and left, but still the loss amounted to over £2,600,000. It is estimated that the total working loss and the amounts written off aggregate over £11,000,000. Attempts have been made to sell the fleet before, but the conditions laid down were such that no offers were received.

ATLANTIC GREYHOUNDS.

Shipping quarters in London are beginning to take more seriously the American scheme for a trans-Atlantic service of 32 1/2-knot liners. The fact that Sir Charles Parsons, the most eminent of marine engineers, is reported to have said that the projected ships are technically practicable and the warm approval of the plan from the chairman of the United States Shipping Board are evidence that the Americans mean business. Nevertheless our shipping experts are convinced that the "Blue Ribbon Line" could never pay dividends. The new ships will be small as modern liners go, being of 20,000 tons gross, or less than one-third the size of the "Majestic." At a continuous speed of 32 1/2 knots they would burn enormous quantities of oil, and other operating charges would be high. As only 400 passengers could be carried it would be necessary to charge extremely high fares if the bare costs were to be covered. Moreover, the wear and tear due to constant running at express speed is certain to be serious. Finally there is the question whether these ships would be popular with ocean travellers. Shipping men hold that a vessel driven across the Atlantic at 37 miles an hour would be very wet and uncomfortable even in ordinary weather, while in half a gale of wind life on board might become intolerable. At all times the vibration from the engines would probably be severe. On the other hand, American naval architects express confidence that the new liners will be seaworthy and comfortable. They will at any rate establish a record in one direction, since the cost of each vessel is estimated at £5,200,000. The American Brown-Boveri Company, which is promoting the scheme, has every hope that the United States Shipping Board will exercise its powers to grant a loan covering two-thirds of the building costs.

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Meanwhile the attitude of the big British shipping lines is watchful.

SAFETY AT SEA.

The British Government has, it is announced, notified the Powers by her agents in London that it is necessary to revise and amplify the agreement among seafaring nations which was concluded in London in 1914. The agreement dealt principally with the safety of passengers at sea. Great Britain is making definite proposals based on the experiences of the past fourteen years, which are to be discussed at a conference that is proposed to hold in London. An international conference on the safety of life at sea, it may be recalled, was held in London in 1913 following the loss of the "Titanic."

The Convention embodying the points on which agreement was arrived at was not signed by all the nations represented at the Conference, but Great Britain signed it and gave effect to the provisions in the Merchant Shipping Act, which became law in the following year.

During the war, considerable experience was gained through the destruction of merchant ships, and it was found that in some respects

SHIPBUILDING.

OCTOBER'S HIGH OUTPUT.

The gratifying upward trend which was so marked in September was maintained in the Clyde shipyards in October, when 20 new vessels, aggregating 72,685 tons were launched. The total is much higher than that of any previous month this year, and is, indeed, the second highest ever recorded in the month of October, the first being October, 1924, when 18 vessels aggregating 84,104 tons were launched. The figures for the past month make a total for the year up to date of 174 vessels of 332,973 tons, as compared with 112 vessels of 255,563 tons in the first ten months of last year, 186 of 471,018 tons in the corresponding period of 1925, 183 of 459,761 tons in the first ten months of 1924, and 218 of 659,834 tons in the best corresponding period on record—that of 1913.

There was, therefore, an increase of 62 vessels and 76,426 tons over last year, but a decrease of 44 vessels and 223,855 tons as compared with the maximum for the period.

The increase of more than 76,400 tons for the ten months is explained not by any decided improvement in trade, but by the launching, within a comparatively short time, of many vessels which were held up by the coal stoppage last year and were laid down early this year.

Some important contracts have been obtained recently, however, and employment on the present level is virtually assured throughout the winter.

Among the contracts reported during October, which amount in the aggregate to 65,000 tons, were the following:—Messrs. Lithgow, Ltd., Port Glasgow, and Messrs. Napier and Miller, Ltd., Old Kilpatrick, each to build two fast twin-screw cargo-carrying motor-ships of about 10,000 tons deadweight for the Prince Line (Messrs. Furness, Withy and Co., Ltd., the Fairfield Shipbuilding and Engineering Co., Ltd., Govan, a third twin screw motorship of 9,180 tons gross for Messrs. Bibby Brothers and Co., Liverpool, Messrs. Napier and Miller, Ltd., Old Kilpatrick, a cargo-carrying motor-ship of about 8,500 tons deadweight for Sir William Rendell Smith and Sons, Ltd., Cardfit, Clyde Shipbuilding and Engineering Co., Ltd., Port Glasgow, a passenger and cargo steamer of about 3,000 tons deadweight for the Jadranika Plovdiva,

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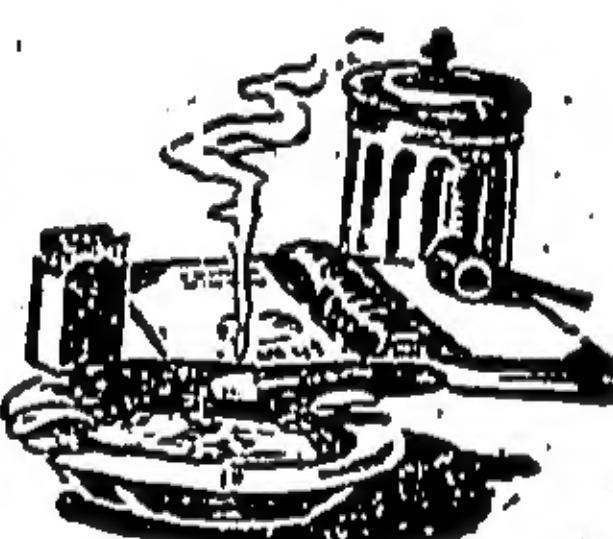
Its unique dryness, delightful aroma and rich flavour are features which give this beverage the IMMENSE POPULARITY it deserves.

It has been repeatedly declared by travellers, tourists and others, that WATSON'S DRY GINGER ALE is UNQUELLED by any similar product throughout the World.

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BIRTHS.

MOORE—On December 15, 1927,
at Shanghai, to Mr. and Mrs.
James W. Moore, of Chinkiang,
a son.
CROWLEY—On December 17,
1927, at Shanghai, to Mr. and
Mrs. B. Crowley, a son.
HALL—On December 17, 1927, at
Shanghai, to Mr. and Mrs.
David Hall, a daughter.
MACKARTNEY—On December 17,
1927, at Shanghai, to Mr. and
Mrs. T. Lamont Mackartney, a
son.

Hong Kong, Saturday, Dec. 24, 1927.

SATURDAY CAUSERIE.

The next issue of the "China
Mail" will appear on Tuesday.
Throughout the intervening season
of Earthly Peace and Goodwill
we extend to our readers
wishes for a Happy Christmas.

Northern China has again come
into the war news. With the ter-
mination of Fengtien activities
against the Shansi forces, practically
coincident with the out-
break of hostilities between the
Wu-Han and Nanking groups of
Nationalists, the troops of Marshal
Chang Tao-jin, together with those of the Shantung warlord,
apparently went on vacation.
Now, it seems, they will again
have to take up their umbrellas
and other implements of battle
and face invading foes. It is not
nice whether for fighting, these
days, roundabout Peking and the
north generally. Snow and ice
abound, and cutting winds blow
over the unprotected plains
straight from the vast deserts beyond
Mongolia. It was a Nationalist
leader, Chiang Kai-shek, who
set the fashion a couple of years
ago, for winter fighting, and
forces claiming the same designation
(though by no means the
same forces) are making the

offensive mentioned in yesterday's
news. They are, however, some
400 miles from Peking, so it is not
supposed that the Mukden war-
lord is greatly concerned. Just
why the Nationalists want to at-
tack the northern Provinces it is
difficult to say. They have the
very wealthy Shanghai area, the
Yangtze valley, with all the
countryside within the river's
lower reaches, and possess a
nominal title to the Kwang Pro-
vinces. Yet they cannot govern
these areas decently and are, ap-
parently, making no attempt to do so.
Thank goodness there is
plenty of time for this Northern
"threat" to fizzle into nothingness.
It is not nice weather
for fighting!

Though the question of the
limitation of naval armaments
has been officially shelved for the
present, there are a number of
individuals who continue to work
in the interests of smaller
navies, international understand-
ing and world peace. The best
known, of course, is Viscount
Cecil, who recently resigned from
the British Cabinet on account of
his failure to reconcile the views
of his colleagues on this question
of naval disarmament with his
own. Almost weekly at Home he
is speaking at meetings, urging
that the Government should be
prepared to relax somewhat from
their declared attitude in the matter
and thus open the way for
further conferences. Another
public man who has the question
of naval disarmament at heart is
Commander Kenworthy, M.P.,
who urges the necessity for Great
Britain to come to a naval agree-
ment with the United States. He
presents some striking naval
facts and figures.

Seventy-five large British pas-
senger liners, he tells us, were
commissioned as cruisers during
the late war. In spite of all our
efforts and the well-organised
Northern Patrol, three German
disguised cruisers escaped into the
Atlantic. They sank 250,000 tons
of British shipping and 39,000
tons of Allied shipping. So much
for attacks by surface vessels
acting as privateers on the trade.
But the German submarines,
which it must be remembered
were only used primarily for
trade attack late in the war, de-
stroyed 7,000,000 tons of merchant
shipping. Our experience in the
late war proved conclusively that
seventy cruisers are inadequate
to guard the British trade routes
against surface raiders alone.
The problem of commerce protec-
tion, Commander Kenworthy

says, is insoluble with the navy we
can at present afford, or will be
able to afford during the next
twenty years. It would therefore
be greatly to our advantage, he
concludes, for us to meet the
Americans half way in their de-
mand for the "freedom of the
seas," as President Wilson called
it.

It is surprising how deceptive
are local values in regard to what
was once termed the Noble Art of
Self Defence, now known as box-
ing. This fact is brought vividly
to mind by the recent easy defeat
of Appleton, of the East York-
shire Regiment, which is station-
ed at Tientsin. As we know from
experience, there was not a few
months ago a boxer, Service or
civilian, to approach his class in
north China. Yet he goes to
Shanghai and is knocked out by a
British seaman in an early round.
The game at Home has been run-
ning similarly. Mickey Walker
came from America and battered
Milligan, the British middle-
weight champion, who was heralded
in Britain as a world beater.
Johnny Hill came from South
Africa and severely punished
Teddy Baldock, another British
champion. The victor goes to
America and is defeated in his
first contest by Risko. So are
local values discounted. Phil
Scott, the British heavyweight,
supplies another instance. In
England he meets and beats three
men in one evening. He goes to
the States and is knocked out in-
side a round by Hansen, the big
Dane, who passed through the
Colony some three years ago.
Verily we crow not so heartily
when away from our own midden!

The problem of divorce law re-
form is one that is constantly
cropping up at Home, and all in-
novations in regard to it seem to
attract in a very short while
tremendous opposition from some
source or other. The innovation
restricting newspaper reports of
proceedings, for instance, has
been severely criticised, and the
recent legislation dealing with
this aspect of the problem may
soon be amended. The latest
avenue of reform to be suggested
is the introduction of compulsory
decrees. In a recent petition for
judicial separation, the wife, as
petitioner, proved that her hus-
band was living with another
woman, by whom he had had a
child. Mr. Justice Hill pointed
out that she was entitled to
divorce, but since she declined to
seek it, he could not pronounce
it. The result, he observed,
would probably be the birth of
further illegitimate children. The
wife's retort was that she did not
see her way to giving the thief
(i.e. the other woman) lawful
possession of what she had stolen.
Whilst it is difficult to blame the
wife for her attitude, the judge's
comment remains true. Our law
makes no attempt to break up
adulterous unions, and any act
passed to this end would no doubt
be unenforceable while the
divorce law remains as it is.

STREET TO BE CLOSED.

Notice is given in the "Gazette"
that the Governor proposes to make
an order under the Streets (Alteration)
Ordinance, 1923, for the closing
permanently of that portion of
High Street which lies approxi-
mately fifty feet east of Eastern
Street, and the "no motors" sign
near the eastern end of High Street.
Any person objecting to the pro-
posed order must send his objection
in writing to the Colonial
Secretary not later than January 6.
Such objection must state the rea-
sons and specify the property with
regard to the ownership or occupa-
tion of which such objection is
made.

The offices of the Supreme Court
will be open daily from 10 a.m. to
1 p.m. during the Christmas vacation,
except on Monday and Tuesday
when the offices will be en-
tirely closed, and on Saturday
when they will be open from 10
a.m. to noon. The Christmas vaca-
tion commences to-day and terminates
on New Year's Day (both
days inclusive).

FOR ORPHANS.

SCHOOL OF ARTS AND TRADES.

A LAUDABLE VENTURE.

Mr. V. Bernardini, Superior of
the St. Louis Industrial School, 179,
Third Street, West Point, has issued
the following circular:

We are about to open a "School
of Arts and Trades" at Hong Kong.

We feel sure that you will be in-
terested in this new work under-
taken solely on behalf of orphans
and poor children. Our aim is to
give them not only a Christian, and
therefore moral education, but also
the means of gaining an honest liv-
elihood by teaching them a suitable
trade.

As the work entails heavy ex-
pense, we feel confident that you
will help us by your charitable as-
sistance. We need funds for the
proper equipment of the different
workshops, and for the maintenance
of the orphans.

In many other countries, where
the Sons of Don Bosco have under-
taken this work, we are happy to
say that the results have been more
than gratifying.

We cordially invite you to come
and visit our school, and see for
yourselves what, with your support,
we hope ultimately to accomplish
from these humble beginnings.

IN THE ABBEY.

THE FATHER OF ENGLISH WATCH MAKING.

The fact that the "father of
English watch-making" lies buried
in Westminster Abbey in the
same grave as his apprentice
was mentioned by Mr. H. Mugford,
lecturing to the British
Horological Institute, Northampton
Square, London, E.C., on
"Timekeepers, Old and New."

Thomas Thompson, the father of
English watchmaking, Mr. Mugford
said, was appointed maker to Charles II., and was
buried in the Abbey in 1713, to be
followed by George Graham, his
apprentice and successor in the
business which was carried on
in the City.

"Tompion," said Mr. Mugford,
"made the long case clock in
Windsor Castle, which is the
standard timekeeper of England's
most noble palace. It still works
every minute of the day and
every day of the year. Another
specimen of Tompion's fine art is the
world-famous clock in the
Pump Room at Bath." A contem-
porary of Graham in the service
of Tompion, Richard Webster,
made a three-dial regular with
mercurial pendulum, and this
clock was the one originally used
by the B.B.C. to send out time
signals previous to their being
broadcast direct from Greenwich
Observatory. It was extraordi-
nary that the work of these old
English clockmakers should still
give such wonderful service after
a lapse of two centuries.

RUBBER QUOTATIONS.

Messrs. Carroll Bros. have been
advised of the following quotations
on Rubber shares:

Allenby	3.20
Ayer Panas	12.00
Colinsburgh	4.80
Gleneagles	3.10
Indragiris	11.75
Jerama	1.80
Jimah	2.85
Kedah	4.80
Lunas	3.30
Malaka Pindas	2.75 x d.
Dividends	2.70 x d.
3rd. Int. of 7½%	

Dr. F. Thompson has been ap-
pointed a member of the Dental
Board, with effect from December
21.

Hong Kong's declaration that in-
fectious disease was prevalent at
Ratavia, made on Dec. 9, has been
rescinded.

Lt. F. Syme Thomson of the
Hong Kong Volunteer Defence
Corps has been promoted to the
rank of Captain with effect from
Dec. 16, says the "Gazette."

Under the Printers and Publish-
ers Ordinance, the Secretary for
Chinese Affairs has been appointed
as Registrar of newspapers and the
Registrar of Supreme Court as De-
puty Registrar.

H.E. the Governor has given his
assent, in the name and on behalf
of H.M. the King, to the following
Ordinances passed (all of 1927):—

No. 26.—to regulate the printing
and use of newspapers and the keeping
and use of printing presses.

No. 26.—to amend the Prisons
Ordinance, 1899.

No. 27.—to amend further the
Volunteer Ordinance, 1920.

No. 28.—to amend the Railways
Ordinance, 1901.

Mr. Huggins was in the dock.
She was charged with assault and
battery, and the recipient of her
unfriendly attentions was none other
than the husband whom she had
promised to love, honour and obey
until death did him from her part.

"So you broke an umbrella over
your husband's head!" said the
magistrate. "What have you to
say?"

"It was an accident, sir," replied
the accused.

"How could it be an accident?"
asked the magistrate.

"Well, sir," explained the guilty
party. "I didn't mean to break the
umbrella."

PRAPS-P'RAPS NOT!

You'll be glad when Yule-tide is
o'er!

Willie: Pa's been to the races,
hasn't he?

Ma: Yes, Willie; but how did you
find out?

Willie: My money-box won't
rattle.

He had been fishing out in the
river all the morning without any
luck, when he was approached by
his mates in

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.
Tel. Central 236. 2, Queen's Buildings.

AGENTS FOR
BRIGGS' BITUMINOUS
ENAMELS & SOLUTIONS.

SOLE AGENTS FOR
"UNION"
ANTI-CORROSION and ANTI-FOULING
COMPOSITIONS
FOR SHIP'S BOTTOMS.

G. FALCONER & CO., (HONG KONG) LTD
WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS
Union Building (Opposite G.P.O.)

Agents for—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

SANDY MACDONALD

Accepted by the cultured as supreme

"Sandy Macdonald" is an old Scotch Whisky—a perfect blend of the best products of all the best Scotch distilleries' best years.

Sole Agents:—
H. RUTTONEE & SON.

SAND-LIME BRICKS.

Best machine made bricks
Highest tests and uniform qualities.
For Economy, Quality, Beauty, Durability and
Satisfaction unsurpassed.

YEE YICK SAND-LIME BRICK CO.,
CHING IU NAM
Manager.
Factory:—Canton. Hong Kong Office,
148, Queen's Road, West, 1st Floor.
Telephone No. C.3882.

Seasons Greetings

A Cheery Christmas

To You

Have You Prepared Everything
For This Evening's Enjoyment?

WE HAVE A WONDERFUL RANGE OF:—

Christmas Tree Decorations
Streamers, Confetti, Shelf Papers
Masks and Paper Caps.
Crackers & Fireworks of Various Novel Kinds
Artificial Flowers, Paper Lanterns
Paper Cups, Dishes & Spoons, Napkins, Doilies
Christmas Puddings, Preserved Fruits,
Ham, Bacon, and all good things in tins
or bottles for the Christmas table.

PRICES VERY MODERATE.

Let's fill your needs at short notice



THE SINCERE CO., LTD.

OPEN TILL 9 P.M.

LOCAL AND GENERAL, SOCIAL AND PERSONAL.

Mr. H. A. Barrett, director of several rubber companies, has returned to London from an enjoyable holiday in Corsica.

Mr. William Stewart, of the Britannic Textiles Company of Manchester, returned to Shanghai from a business trip to Hong Kong.

A message received in Shanghai from Talyuanfu, Shansi, states that all is quiet there and that the town has never been bombed by aeroplanes.

Mrs. Mabel Kirke, the wife of the British Consul at Swatow, died on a voyage home from China in the P. and O. liner "Malwa." The body was buried at sea.

A lantern lecture in Westminster Chapel, Buckingham-gate, S.W.1, entitled "Through Jade Gate and Central Asia," was given by Miss Mildred Cable on Dec. 1.

Miss Ruth Elder, the American Atlantic flier, is to appear on the variety stage for 100 days in New York, Washington, Baltimore, and elsewhere at a salary of £200 a day.

Hunting in the New Forest has been stopped as the result of foot-and-mouth disease on premises about six miles apart at Totton, near Southampton, and at Minstead, Lyndhurst.

The Chinese police, long deprived of their arms, received a further consignment last Thursday. According to the Chinese newspapers, it comprised 100 pistols, 10,000 rounds of ammunition and 130 rifles.

Mme. J. Barraud has returned to Shanghai from France.

H.M.S. "Hollyhock" has sailed from Shanghai for Hong Kong.

It is rumoured in Chinese circles that the Soviet were busy moving troops into Mongolia.

Ataman Semenov, with his wife and two children and his Japanese adviser, left Shanghai on the s.s. "Nagasaki Maru" for Japan.

The Hon. Treasurer of the Shanghai Hebrew Relief Society and Jewish Women's Benevolent Society begs to acknowledge with many thanks the receipt of \$1,000 from the Shanghai Race Club.

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Among former Shanghai and Peking residents to leave for America, their destination being McNeil's Island 1,000 miles away, were Henry F. Krenz (for five years) and G. S. Grawe (for 366 days). They were placed in custody of the ship's captain, who will hand them over to Federal authorities.

A Chinese constable who was brought before the Provisional Court, charged with having facilitated the escape of several prisoners who were handed to his charge to take to the police station, was sentenced to a year and eight months' imprisonment by Judge Li and Mr. Burdett.

A huge counterfeiting clique operating in North Borneo is filling the southern Philippine Islands with bogus five-peso bills, according to reports received in Manila. Samples of the bills, which are found to be circulating in abundance in Jolo and other portions of Moroland, are already in the hands of the authorities, and an investigation is under way.

Formal announcement has been made by the Shanghai Commissioner of Police that suitable rewards will be paid for the arrest and conviction of persons guilty of:—murder, armed robbery, armed kidnapping, possession of arms for an unlawful purpose, demanding money by sending threatening letters, causing strikes, labour agitation, and communist activities.

The Right Rev. Howard H. Temple, who was recently ordained grand exalted bishop of the First Apostolic Church of America, has failed to convince the police that two bottles of whisky found in his room at an hotel were sacramental wine. The manager of the New York hotel had caused the bishop's arrest on another charge. His room was searched, and the two bottles were found hidden under his bed. Bishop Temple declared indignantly when confronted with them that they were sacramental wine to be used for Church purposes.

A Chinese who was described as a "specialist in stealing typewriters," was presented for trial at the Provincial Court. Complainant in the case was Mr. Clover, with an office at 84 Yuen Ming Yuen Road, Shanghai, whose portable Remington typewriter, valued at \$130, was accused of being charged with stealing. A second charge, of stealing two typewriters valued at \$425 from the offices of G. D. Litchfield and Co., 20 Museum Road, was also preferred against the accused. "I know I have a bad record," accused said to the Judge, "but I have repented and now I am working in a sweet store." He was remanded for further inquiries.

According to the Chin Kao News Agency, the Shanghai Defence Commissioner last Saturday issued a circular notice to his subordinates commanding them to dissuade peasants and labourers in this locality from going on strike at the present time and warning them that if they do they will be severely dealt with.

The War Office is drafting conditions it is ready to observe regarding the use of the Surrey commons for military training operations. It is understood that the War Office is prepared to schedule certain portions particularly liable to damage as "out of bounds" to mechanical vehicles, and that it will also schedule areas upon which camps may not be erected.

As a result of a petition submitted to the Japanese Consulate-General by the N.K.K. in connection with the unlawful detention of the steamer "Zai Yang Maru" by the Woosung Forts, Mr. S. Yada, Japanese Consul-General, addressed a formal note of protest to the headquarters of Woosung and Shanghai Defence Force, states a Japanese newspaper.

Visitors to the office of the Clerk of the American Court for China of late have missed the face of the obliging Mr. L. T. Kanako, Assistant Clerk of Court. Mr. Kanako, it is learned, is very ill at his home at 402 Avenue Foch. His condition, it was stated by Mr. Kanako, improved slightly, but he will be confined to his bed for at least ten days more, upon orders of his family physician, Dr. Blumenstock. Mr. Kanako is suffering with a severe attack of influenza and has been ill for

"Johore in 1926" is the subject of a paper read before the Royal Geographical Society on Dec. 19 by Captain S. W. Kirby.

Mr. C. G. Riem, states the "Gazette de Hollande," has been temporarily placed in charge of the Dutch Consulate at Amoy.

Before the Royal Geographical Society on Dec. 12, Dr. Vening Meinesz read a paper on "Gravity Survey by Submarine via Panama to Java."

The Siamese Minister and Sir Elly Kadoorie were among the guests at a reception held by Mr. Daly Stanford on Nov. 16 at the Ritz Hotel.

The Barnsley boxer, Dick Roughley, who was knocked out at the Leeds National Sporting Club died in hospital at Leeds without recovering consciousness.

Mr. J. R. Clynes has repudiated statements that the National Union of General and Municipal Workers had "poached" members from the Miners' Federation.

Owing to the Christmas holidays, the British Official Wireless Service will be discontinued on December 24, 25, 26, and 27. The service will be resumed at noon on Wednesday, December 28.

At the last meeting of the Council of the Royal Colonial Institute the following were elected:—Mr. Louis H. King, Hong Kong, and Mr. Warren S. Dyer, A.M.I.E.E., Shanghai.

Call to-day at:

GREEN ISLAND CEMENT CO., LTD.

BEST PORTLAND CEMENT

**SHEWAN, TOMES & CO.,
General Managers
HONG KONG.**

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What Nicer Present

For Loved Ones Far Away.

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THE PIN PIN STUDIO.

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DAIRY FARM NEWS.



A BIRD IN SEASON.

No need to worry about what you'll have for your Christmas dinner. We've everything in that line you can think of.

See our Christmas display before booking elsewhere.

The Dairy Farm Ice & Cold Storage Co., Ltd.

TO KOWLOON MOTORISTS.

MOTOR GARAGE, CHATHAM ROAD, KOWLOON.

NOW READY.

The rent of a private lock-up garage 10' 0" x 18' 0" is \$22.00 per month including light and water.

In the Main Garage 50' 0" x 25' 0" the charges vary from \$15.00 to \$20.00 per month.

Enquiries to

**The Secretary,
HONG KONG ENGINEERING & CONSTRUCTION CO., LTD.
St. George's Building, Hong Kong.**

Telephone—Central 4581 (two lines).

All toys must be sold

before Christmas. Do

not miss our reduction

Sales.

SHOP EARLY "TOY SHOP"

No. 1 Duddell Street.

SPORTS

HOLIDAY SOCCER.

MATCHES FIXED FOR THREE DAYS.

CHARITY CUP GAMES.

As announced yesterday the soccer programme for the holidays is as under:

TO-DAY.

Division I. Kick off 4 p.m. Queen's Regt. v. S. China, Chat-ham Road. Referee, S. Sgt. Gilbert.

Division II. "A."

Kick off 2.30 p.m. R.A. v. H.K. Club, Sookumpoo ground. Referee, Pipe Major Mac-chie.

China Ath. v. Kowloon, Kowloon F.C. ground. Referee, Capt. Austin M.C. M.M.

Division II. "B."

Kick off 2.30 p.m. Scouts v. S. China "A," South China ground. Referee, Mr. Presley.

Inter-Port Trial.

Kick off 3.45 p.m. Selected Team v. Navy, H.K.F.C. ground. Referee, Sgt. Hyson. Lines-men, Messrs. Barber and Smith.

"Sunday Herald" Charity Cup, Monday, December 26, H.K.F.C. ground at 3.45 p.m. Scotland v. Portugal. Referee, Mr. Smith; linesmen, Messrs. McCubbin and Lawrence.

Tuesday, December 27, H.K.F.C. ground at 3.45 p.m. England v. South China. Referee, Mr. Barber; linesmen, Messrs. Baldwin and Ip Kau.

LOCAL CRICKET.

LIST OF HOLIDAY MATCHES.

The following is the list of matches for the Christmas holi-days:

TO-DAY.

League: Division I. Civil Service v. University.

Division II.

Royal Navy v. Kowloon C.C.

University v. H.K. Electric R.C.

Friendly.

Hong Kong Cricket Club—Married v. Singles.

Kowloon C.C. v. Royal Navy (1st day).

MONDAY.

Hong Kong C.C. v. Army (1st day).

Kowloon C.C. v. Royal Navy (2nd day).

H.K. Electric Co.—Local Staff v. European Staff, Indian R.C. ground.

Craigengower — Married v. Single.

TUESDAY.

Hong Kong C.C. v. Army (2nd day).

TENNIS IN U.S.A.

HOME TRIO DEFEATS FRENCH.

Philadelphia, Yesterday. The United States made a clean sweep of three matches against visiting French tennis players, Borotra, Brugnon and Boussus, who are on a world tour.

Tilden beat Borotra 7-5, 6-4; Manuel Alonso, who now plays for America, beat Brugnon 12-10, 3-6, 6-1, and Tilden and R. N. Williams beat Borotra and Boussus 7-5, 6-4.

The matches were played on indoor courts.—Reuter's American Service.

HOLIDAY GOLF.

STARTING TIMES AT FANLING.

CHRISTMAS DAY.

9.24 a.m. R. M. Smith and H. F. Bloxham.
9.28 " W. N. Fleming and F. Taylor.
9.32 " F. M. Ellis and J. Kennedy.

9.36 " A. Leach and N. K. Littlejohn.
9.40 " D. J. Lewis and H. G. Sheldon.
9.44 " A. Morley and A. R. Cox.
9.48 " F. G. Fowle and H. Rogers.

9.52 " H. G. Hegarty and A. Sommerfelt.
9.56 " E. Davidson and G. Davidson.

10.00 " Sir J. H. Kemp and E. R. Hallifax.
10.04 " W. J. Gardiner and J. F. Cameron.

10.08 " W. Beveridge and K. S. Morrison.

10.12 " F. J. Mahon and C. L. Shank.
10.16 " H. R. Sturt and W. A. Butterfield.

10.20 " R. H. Hollis and F. A. Merry.

10.24 " Boxing Day. W. Beveridge and R. P. Moodie.

10.28 " T. D. E. Pendered and T. L. Christie.
10.32 " R. Young and D. J. Gilmore.

10.36 " J. C. M. Smith and Capt. Ashby.

9.40 " H. R. Sturt and H. E. Standage.
9.44 " D. G. Bruce and J. Cameron.

9.48 " M. M. Maas and J. M. Norrie.

9.52 " W. Ironsides and K. S. Robertson.

9.56 " R. M. Smith and L. G. S. Dodwell.

10.00 " P. J. P. J. Wodehouse and E. R. Hallifax.

10.04 " E. Davidson and E. Potter.

10.08 " H. A. Mills and E. P. Streetfield.

10.12 " W. L. Dunbar and R. M. Finlayson.

10.16 " W. C. Barber and K. S. Morrison.

10.20 " S. A. Arthur and H. W. Kilby.

10.24 " H. R. Swaine and N. H. Proctor.

10.28 " A. D. Humphreys and D. Forbes.

10.32 " H. D. Brown and A. Breamley.

10.36 " W. A. Butterfield and B. D. Beath.

10.40 " T. C. Monaghan and S. T. Butlin.

10.44 " H. G. Hegarty and A. Sommerfelt.

10.48 " E. C. Frederick and J. Thomson.

10.52 " J. H. Raikes and J. H. M. Andrew.

10.56 " W. C. Clark and A. R. Cox.

11.00 " A. B. Raworth and F. Syme Thomson.

11.04 " J. D. H. Crawford and A. Ritchie.

11.08 " T. Low and N. K. Littlejohn.

11.12 " F. H. Cowherd and W. Stewart.

(Continued at foot of next Column.)

INSTONE, BANK.

OFFICIAL OPENING FIXED FOR WEDNESDAY.

THE CORPORATION'S AIMS.

On Wednesday, from ten o'clock to noon, the Instone Banking Corporation, Limited, will hold their official opening ceremony.

This institution is a Trustee Bank on lines familiar to the United States but hitherto untried in Hong Kong. They do not engage in commercial banking, but sum up the scope of their activities as follows:

"We endeavour to encourage savings, but our principal aim is to protect and improve the financial interests of our patrons by assistance ranging from impartial advice to the entire management of their financial affairs."

This bank has been functioning since May of this year but the official opening has been delayed to permit of expressions of opinion from all parts of China. As a result it is now evident that Peking, Nanking, and Canton can find a common ground for approval of the Bank's aims; letters to that effect having been received from Chambers of Commerce, political officials, and outstanding merchants. Mr. Li Yuan-hung, formerly President of the Republic of China, has presented the bank with a silk scroll suitably inscribed for the occasion of the official opening.

Mr. Instone Brewer, the President of the Bank, formerly practised here as a barrister. Mr. Kwik Djoe-ning (the "Sugar King") is the Chinese President of the Bank, and Mr. Tsang Foo, Mr. Lee Yuk-tin (formerly Commissioner of Currency to the Peking Government) and Mr. Cho Sling-cho are among the Hong Kong Directors.

George Kibb Turner's story, "A Ride in the Country," is to be produced by Pathé-De Mille, and will be renamed, "Walking Back," with Vera Reynolds in the principal part. William K. Howard will direct.

Glenn Hunter, who starred in "Merton of the Movies," "West of the Water Tower," and other big Paramount pictures, is now in New York playing in "Behold This Dreamer," a new play by Fulton Oursler and Aubrey Kennedy.

George Bancroft's first stellar subject is to be a story of the oil-fields, entitled "Honky Tonk," an adaptation of Houston Branch's play, "The Wild Cat." Most of the action takes place in Tempico, Mexico.

First National Pictures will make film version of Warner Fabian's novel, "Sailor's Wives," with Mary Astor and Lloyd Hughes in the leading roles.

Mack Swain, the portly comedian who made good in Charlie Chaplin's "The Gold Rush," has been added to the cast of "Gentlemen Prefer Blondes."

Ernst Lubitsch is to direct Emil Jannings in a picturisation of Merejkowski's "Paul the First." These two celebrities have not been together since the days of "Passion," which was made in Germany, and featured Pola Negri.

Famous players are now busy with the strenuous job of casting for "Abe's Irish Rose," by Ann Nichols. It has been announced that Victor Fleming will direct, and that among the players will be J. Farrell Macdonald, Jean Hersholt, Fay Wray and Charles "Buddy" Rogers.

Herbert Brenon, the man who made "Peter Pan," "Beau Geste," "The Little French Girl" and other fine photoplays, has gone on a vacation trip to Bermuda.

What promises to be just as popular as the Beery-Hutton comedy team is the Chester Conklin and W. C. Fields combination. Famous Players announce that their first vehicle will be called "Two Flaming Youths."

Following the completion of "The Spotlights," Esther Ralston is to act in "The Jazz Orphan," which is based on a special screen story by Doris Anderson.

Douglas Fairbanks' latest picture, "The Gaucho," is nearing completion. Playing opposite "Dough" is a new find from Mexico, Lulu Valez, and if studio reports are to be trusted, she is "hot stuff." It is rumoured that Doug may be going to Japan after his picture has been released.

Paul Stein, who made his name as director with UFA in Berlin before he came to this country, has just signed a new contract with the De Mille-Pathé organisation for a period of three years. Mr. Stein has just finished "The Forbidden Woman," with Jutta Goudal.

William T. Tilden, the champion tennis player, has been engaged by Cecil B. De Mille to appear in Elmer Clifton's production of "Gallagher," by Richard Harding Davis. He will play the

SCREENEWS.

NOTES & COMMENTS FROM THE FILM COLONY.

AMONG THE STARS.

By "The Hollywood Boulevardier."

Lon Chaney's latest picture for Metro-Goldwyn-Mayer, hitherto known as "The Hypnotist," is to be released under the title, "London After Midnight." It concerns a Scotland Yard detective who employs a variety of disguises to fathom a bizarre mystery. The production was directed by Tod Browning.

Edmund Goulding is making a film version of the celebrated musical comedy, "Rose Marie," for M-G-M. Joan Crawford, who takes the leading part, has already left with the rest of the company for the Yosemite Valley, where the exterior scenes for the production are to be taken.

The world premiere of Universal's super attraction, "Uncle Tom's Cabin," took place on November 5 at the Central Theatre in New York. There was a full attendance, including many notable personages. Press reviews in the metropolitan papers all place the picture in high esteem. Credit goes to the director, Harry Pollard, and all members of the cast, which includes such famous names as James B. Lowe, Virginia Gray, George Seignani, Margarita Fisher, Eulalie Jensen, Arthur Edmund Carelle, Jack Mower, Mona Ray, John Roche, Lucien Littlefield, Vivien Oakland and Gertrude Astor.

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RACE MIXTURE.

KIPLING'S FAMOUS DICTUM CRITICISED.

"NOT DREADFUL."

One of the most horrible sentences ever penned, in Professor Griffith-Taylor's opinion, is that of Kipling's: "East is East and West is West, and never the twain shall meet."

In a lecture on "Problems of the Far East" given in Sydney, Professor Griffith-Taylor, with the help of lantern slides, gave a rapid ethnological survey of the coloured races bordering on the Pacific, and indicated the most backward and undeveloped in the whole Empire, expressed his pleasure that the Government has at last realised the necessity

BIG SALE

LADIES' RAIN COAT - - - \$5 Start
WHITE SHOES - - - \$1.00
SUMMER HAT - - - \$3.00

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in all Departments.

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Most reliable, good strong colour, mellow
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MOTORING SECTION

SMOOTH PERFORMER RELINING BRAKES SPRINGING OF CARS.

DODGE BROTHERS 6 DRAWS
WARM PRAISE.OWNERS' RESPONSIBILITY
AND DUTY.LAISNE SUSPENSION
SYSTEM.

The arrival of Dodge Brothers' keenly anticipated Six has swung the spot light of interest in the direction of the salesrooms where, tradition tells us, the word "dependable" was given popular coinage. There it remains focused, for the new Six, the Senior, reveals much that absorbs the attention and much also that creates surprise.

New cars and new models are constantly rolling over the horizon, but a Six arriving from the Dodge laboratories carries its own peculiar news value. There are, of course, certain pre-conceived ideas as to high quality in structure and mechanics, due to the past history of the makers covering a period of twelve successful years during which nearly two million cars were built and marketed. But how does this new member of the family perform? And — here is where curiosity is perhaps uppermost — how does it look? Is there a note of conservatism in its appearance? Or does it look as though its designers were appealing to flaming youth?

"It may be said at once that without being extreme in any sense Dodge Brothers Six has plenty of snap in its appearance as well as in its performance. Nirian Bates Pope, one of the foremost technical editors in the country, hits it off well when he says in Automobile Topics: 'Dodge Brothers Senior' is a distinctive embodiment of the spirit of the times.' Mr. Pope, who made an intensive study of the new product and wrote exhaustively on the subject, continues:

"Its size is rendered indefinite by the gently rounded contours of the roof line which is crowned and moulded over the sides to produce the effect of length and lowness without unpleasant accentuation anywhere. Actually it stands a fraction over 71 inches from the ground, but it looks considerably lower.

"An entirely new interpretation of the moulding line is created by the use of recessed panels on the doors and swinging around the back from one rear quarter to that on the other side. The entire front of the car is distinctively new. The radiator is deep, rather high and surrounded by barely more than a rim of the polished shell which is of uniform width, save at the top where it widens out. The butterfly sweep of the guards is effective; the lines of the hood rugged and strong.

"There is abundant room inside the car for comfortable riding and frequent change of posture during a long drill in uncomfortable weather. All the interior work is carefully tuned on the chromatic scale to a soft and durable exterior of blues and greens in lacquer finish, set off appropriately with ivory hair lines."

Mr. Pope goes over the car minutely from a mechanical standpoint and makes this interesting summary of the power plant:

"The motor follows modern practice in numerous ways, utilising also the many years experience of Dodge Brothers engineering department in producing a power plant that will run on and on with a minimum of attention for years. It would be in the eyes of some designers a little bigger in volume than the weight of the car demands, but this means abundant power under all circumstances. Though the major emphasis is not placed on speed it will probably yield a great deal longer life and produce a great deal less trouble for the consumer than any of the high speed motors."

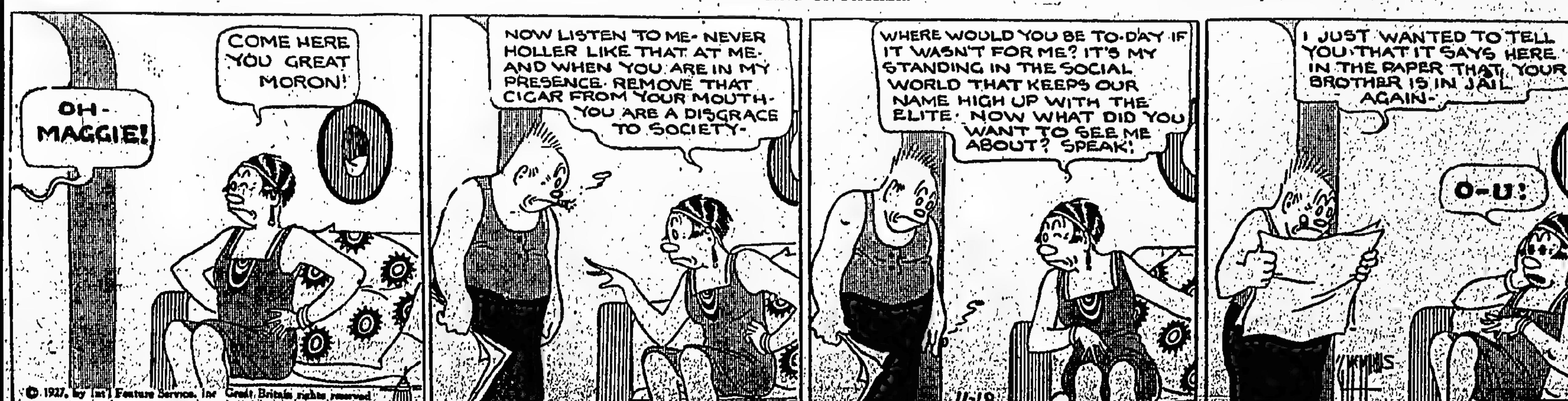
But in the last analysis actual performance is a vastly important factor. The impressions of a seasoned observer like Mr. Pope are important: "That the Senior will sell very largely on sight and on the strength of Dodge Brothers' reputation is a foregone conclusion," he says, "for it is a clean-cut thoroughly modern car. But more than all that it will sell on demonstration. It is a remarkably smooth performer under normal road conditions. It has been proved on

cross continental tests to have remarkable endurance under the sort of punishment only cross continental drivers know how to inflict. It handles as any car should. The clutch pedal and the engagement are smooth; the gears change easily and the standard shift will be a comfort to many drivers."

"As for speed, the car on smooth pavements picks up uniformly to its 50, its 60 or more and no one doubts the speedometer. In second it flashes to the smartest kind of get-away—25, 30, 35 or even 40—without perceptible vibration, without any of those groans and rumblings that make so many drivers afraid of second speed."

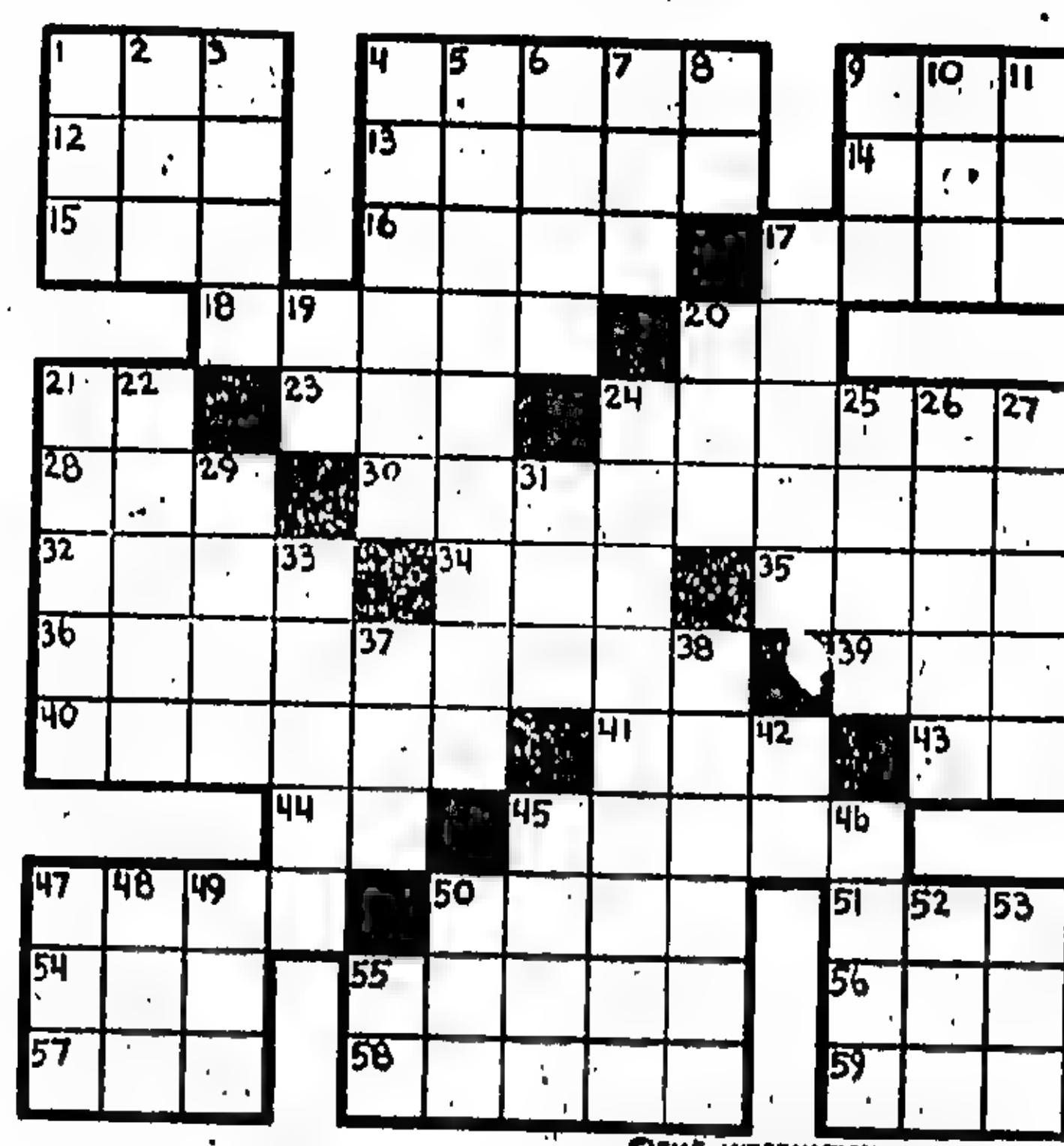
Mr. Pope summarises his impressions thus: "It is a car of armchair comfort, velvety control and a willingness to perform—about which there can be no argument whatever."

BRINGING UP FATHER



DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



© THE INTERNATIONAL SYNDICATE.

HORIZONTAL		HORIZONTAL (Cont.)		VERTICAL (Cont.)	
1-Eat	43-Provinces of	11-Be indebted			
4-Agitates	Canada (abbr.)	17-Less common			
6-Past	44-One-fourth of an	18-Man's name (short)			
12-Period	acre (abbr.)	20-Young dog			
13-Court of Spanish	45-Bour	21-Rapidly			
dwelling.	47-Relatives	22-Fruit			
15-Also	50-Pain	24-Lengthened			
16-Retired	51-Possess	25-Legal term: "and others"			
17-Flower	54-Note of a dove	26-A number			
18-Blood ingredient	55-Land measure (pl.)	27-Forest growth (pl.)			
20-Parent	56-Meadow	28-Batter			
21-Exist	57-Golf term	31-Parcel of ground			
23-Eastern State	58-Conveyances	33-Goods			
(abbr.)	59-Limb.	37-Constellation			
24-Most certain		38-Fores			
25-By		1-Oran			
26-Niter		2-Vase			
32-A sign		3-Fills out			
34-High hill (England)		4-Extra tires			
36-To utter wildly		5-Lay down in order			
39-Blistered side		6-Article			
40-Followed		7-Drive out			
41-Exclamation to express impatience		8-Extremely			
42-Followed		9-Confusion			
43-Exclamation to express impatience		10-Auto fuel			

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES

Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in Monday's issue along with a new cross-word puzzle.)

HONGKONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:

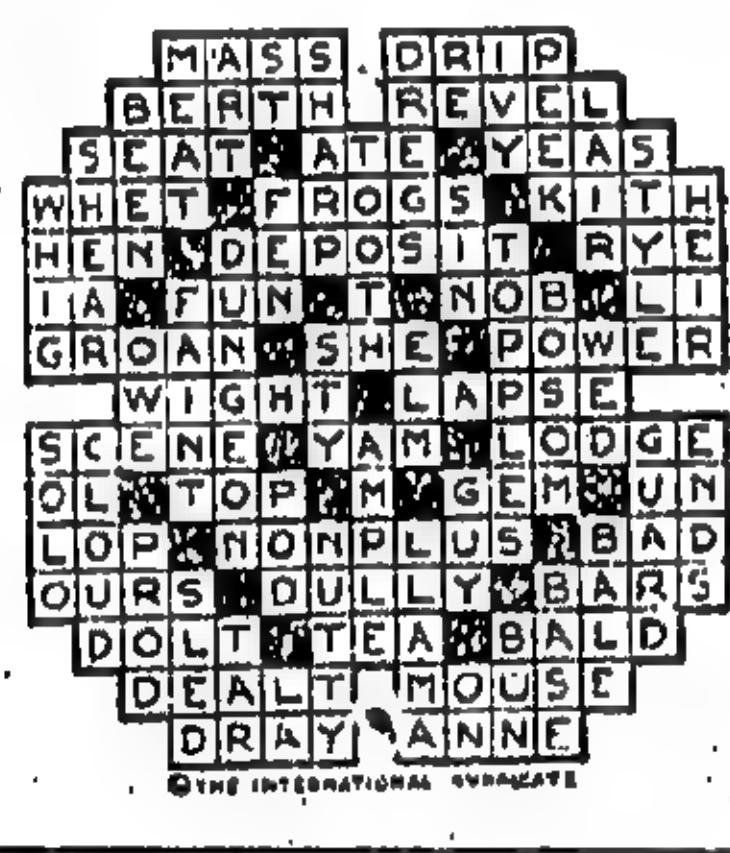
Island.

Mainland.

Feet.

Victoria Peak	1823
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Eyrig	1725
Peak Hotel	1305
Taikoo Sanatorium	1000
Mt. Davis	877
Bowen Rd. (filterbeds)	297
Tai Mo Shan	3124
Kowloon Peak	1971

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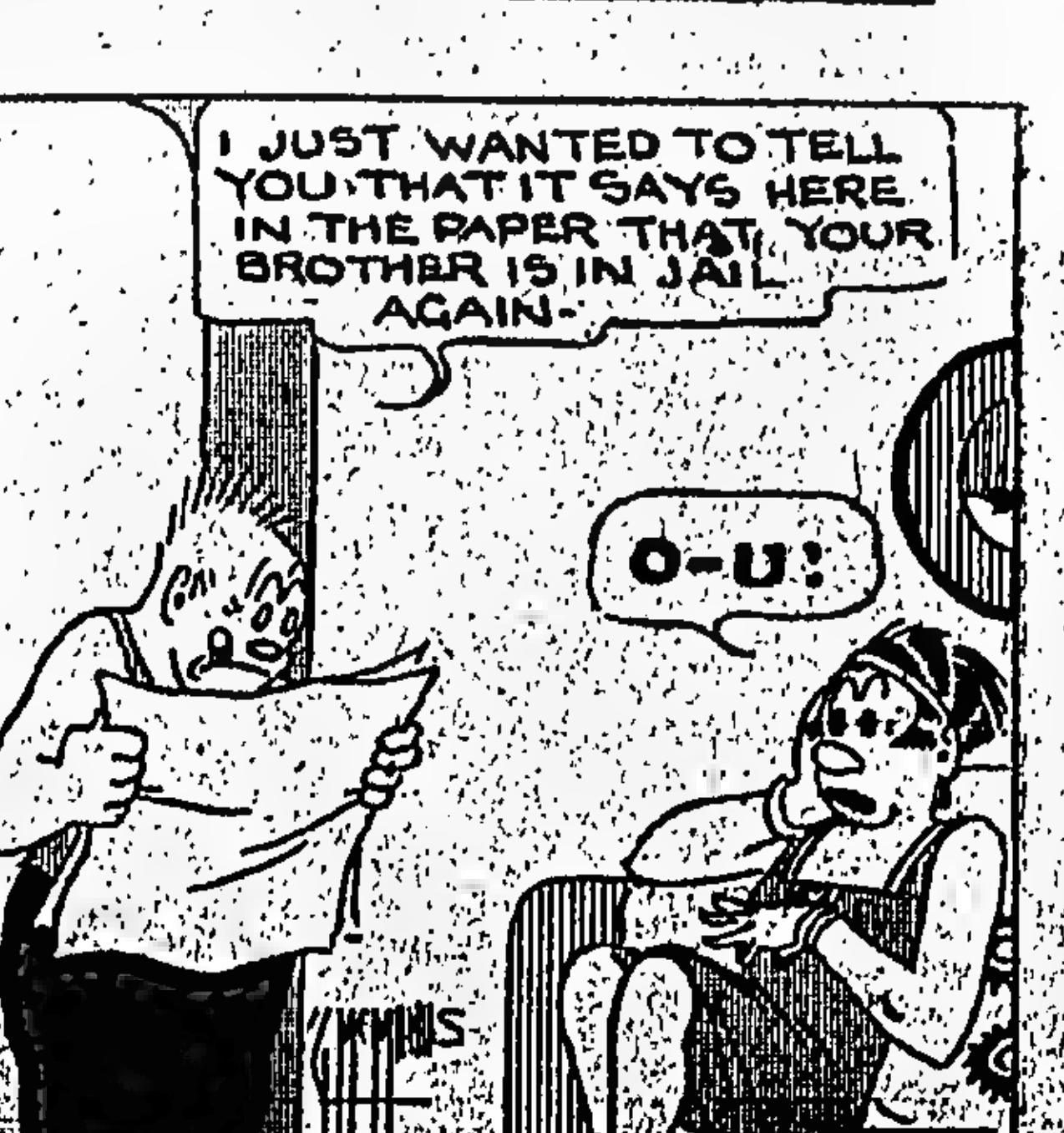
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11-18

FLYING DAY BY DAY.

POINT COOK.

1ST MILITARY PILOTS IN AUSTRALIA.

STORY OF EARLY DAYS.

For his subject, "Early of Point Cook," Mr. R. J. Way recounted some interesting reminiscences of the introduction of military aviation in Australia at the Australian Aero Club (London branch) recently. Gallaway, who is a Fellow of the Institute of Aeronautical Engineers, was a member of the flying school at Point Cook, recalled that just before the Defence Department in-

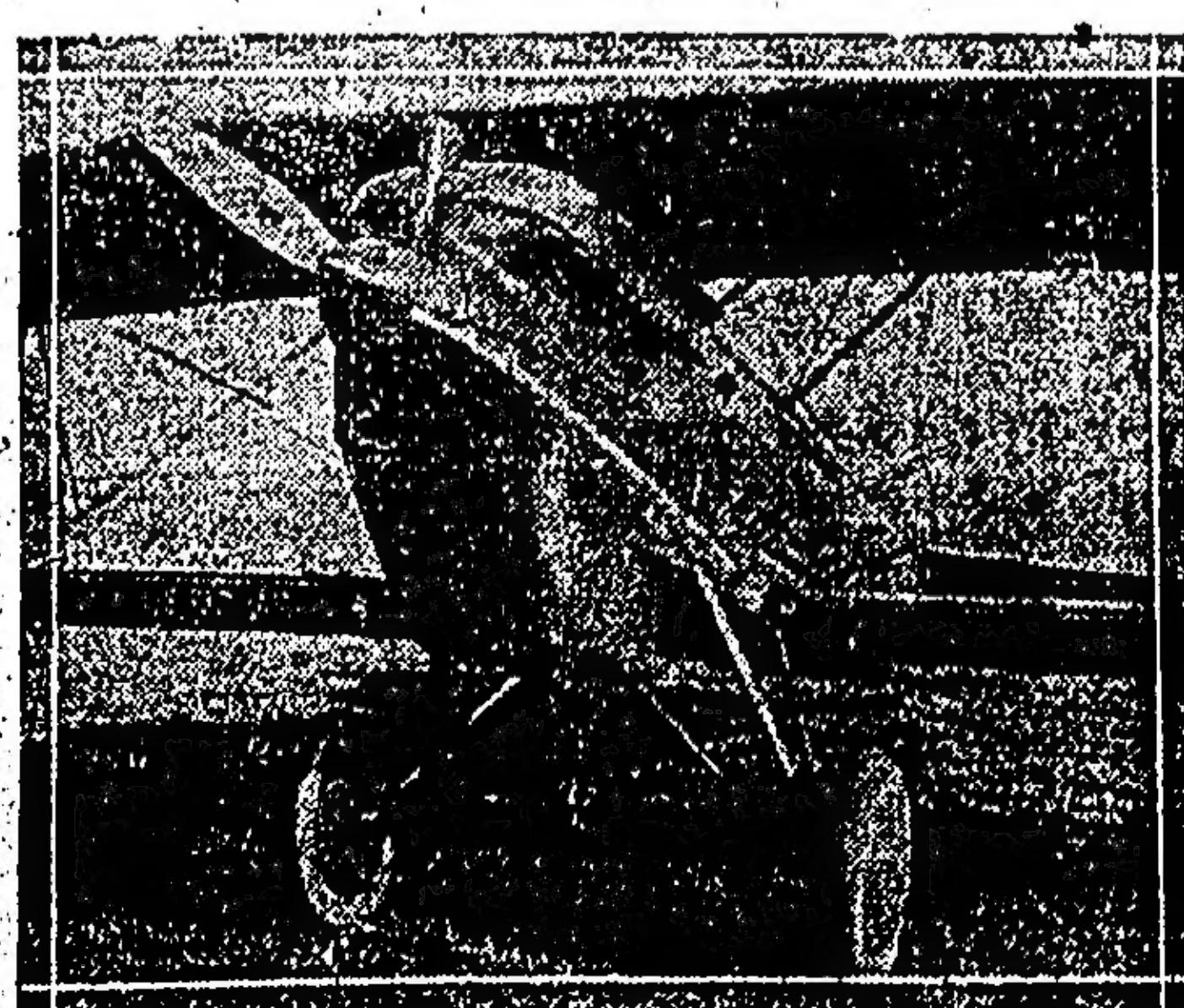


Dr. Anker, of Denmark, who will finance the flight of Mrs. Gray to Copenhagen.

Two pilots, Harrison and Fe, from England, Harrison was finally employed by the Bristol Aeroplane Co. After being seven months in Australia these men selected Point Cook, near Melbourne, as a suitable site, and in that time it has been the headquarters of the Royal Australian Air Force. When war broke out the only flying machines at Point Cook were a Bristol box kite, which was even then an old-fashioned style of biplane, a Blériot machine, and two BE2A machines, a couple of temporary hangars had been erected.

FIRE. Expeditionary Force. A few days after war was declared Harrison sailed for German New Guinea with the First New South Wales Naval and Military Expeditionary Force, taking with him two mechanics named Chester Carter, together with one of the BE2A machines. The aeroplane was landed at Rabaul, but never unpacked. That however was actually the first Australian Flying Corps expedition. Harrison got back to Australia the Defence Department decided to establish the first military flying school. It was decided to start with the training of four lots, and the successful applicants entrance to the first school were Mr. Deut. Williams, Capt. White, Capt. Manuel, and Dr. Merz. The months' course was concluded the end of 1914, and Dr. Merz, who obtained first place in the examination, was appointed assistant instructor. To get their pilot certificates they had to pass the Royal Aero Club conditions, which insisted at that time of a series of eight flights, and also an altitude test, in which they had to rise to a height of 800 metres and descend with the engine shut off, landing within 20 yards of a white sheet spread on the ground. They also received lectures on air dynamics and instruction in rigging or aeroplane.

Australian Aero Club. At this stage Mr. Gallaway gave some interesting particulars of the birth of the Australian Aero Club, the parent of the Queensland organisation. He said the club was originally formed in Melbourne by Petre, on the lines of the Royal Aero Club of England, and a meeting was held at which Mr. Sheldon was appointed honorary secretary. Just before No. 1 Squadron sailed for the front, the second meeting was held in the Cafe Francaise in Melbourne, and the books were handed over to Mr. Gallaway. At the same meeting it was decided to write to the Royal Aero Club asking that the club should be given power to issue pilot certificates in Australia. This permission was subsequently granted. During the next school of instruction Mr. Gallaway called the third meeting of the club and enrolled the whole school as members. When Mr. Gallaway left Australia for the front he handed over the books of the Aero Club to Mr. Sleman, who became the first general secretary.



A new attack ship, built to engage in actual combat with troops on the ground, was recently turned over to the U.S. Army for testing. The machine is a biplane mounted with six machine guns capable of firing 5,000 rounds without reloading. The particular feature of the plane which makes it useful for raking trenches is the placing of two of the machine guns in the wings. The fire from these two guns of the machine guns converges, and by flying the plane along a trench it is said that an entire sector could be wiped out. The craft can make 160 miles an hour.

THE ZEPPELINS.

VALUE OF DIRIGIBLES FOR RECONNAISSANCES.

AIR-CAPTAIN'S NARRATIVE.

"The oceans will not stop the huge military airship—the aerial Leviathan of the near future." That is the considered belief of Air-Captain (retired) Ernest Lehmann, the officer whose wonderful experiences in and with the Zeppelins during the War have been appearing in the columns of the "Saturday Evening Post," and extracts from which have been made in previous issues of "The Queen'slander." He observes that "people were never well-informed concerning the real nature of the important services rendered by the Zeppelins. Hardly anything at all was told about their reconnaissance and patrol activities, and only a few of the raids found their way into print abroad. I know it will surprise the majority to learn that as early as 1915 the naval Zeppelins made thirty raids during that one year, though then there were no more than fifteen ships in commission at any one time."

"During the first six months of war the German navy had five such craft. Six months later ten more had been commissioned in that branch of the service. But remember, this was in the early stages. Had it not been a period of great national anxiety the Zeppelins of those days would have been termed more or less experimental. As it was, they operated as warships, and the personnel, from the commanders to the newest recruits among the mechanics, were compelled to gain their experience from actual operations against the enemy. And that could not be done without accepting very severe losses."

Beginning of Bad Luck.

Captain Lehmann points out that the German Navy first acquired a Zeppelin branch or service, as far back as 1912, when the first naval airship—the L1—was commissioned at Hamburg, and the Navy had to use the commercial aerodrome because it had not one of its own anywhere. A year later, on September 13, the L1 was lost in the North

preparations, but they must have made the test. I did not see the been bungled somewhere. When the airship had reached a sufficient height Strasser got into the little car and gave the signal which would lower it a half mile below the ship. About 300 feet down, while the winch was allowing the cable to unwind slowly but steadily, the tail of the car became entangled with the wireless aerial. It caught the car, and tilted it upside down. The cable meanwhile continued unwinding from the winch above and was beginning to dangle in a slack loop below Strasser, who only saved himself from being tipped out by clinging to the sides of the car with a deathlike grip. Suddenly the aerial gave way, sending the car and Strasser plunging down until it brought up at the end of its own cable with a sickening jolt. It was not a propitious introduction for the new device. Still had it been more quickly developed, it might have saved considerable trouble and several disasters. Strasser himself might have survived. He let nothing interfere with his programme of participating at least once a month in a raid on England. On August 5, 1918, while approaching the English coast shortly before nightfall, the L70, with Strasser aboard, was shot down in flames by a British aeroplane. This happened on a comparatively clear evening. The use of the observation car would have permitted operations in cloudy weather and tactics calculated to avoid discovery by the enemy."

Invaluable for Naval Scouting. A month after the War broke out, the energetic naval authorities had got their two lost airships replaced. For some months they were employed only on patrol and observation work. The L3 made 141 flights over the North Sea during the last months of 1914, her longest tour of duty keeping her out 34 hours. That was a good performance for the early ships. The L4, too, made 50 flights in the latter part of the same period, often staying out for a day and a night. The L5, which had been turned over to the navy immediately after it left the Zeppelin factory in October, made 50 successful patrol flights over the Baltic before the new year. As a



Bert Acosta (left), companion of Clarence Chamberlin in a previous endurance flight, is out to break the record recently established by a German flier. This time Acosta will make the attempt with Ed Burgin, and they will fly in a Fokker Universal plane.

Sea, drowning most of its crew and the able first Chief of Naval Airships, Captain Metzinger. By strange coincidence, on this very day, the L2 was commissioned for service, and thirty days later, on October 13, this airship was burned in the air at Johannisthal. Captain Lehmann adds pithily:—

"It was difficult to explain to the public, and, in fact, to the average naval officer, that poor ventilation in the engine gondolas had ignited some overflowing hydrogen gas, and that correction of the ventilation system would prevent accident from that source in future. In and out of the navy the safety of the Zeppelin remained largely a matter of grave doubt. Nearly all of our best airship personnel had been killed. But Metzinger's successor as chief happened to be a firm believer in airships. He was Captain Peter Strasser, a brave and talented officer, destined to be the genius responsible for the war operations of the naval Zeppelins and the leader who established them in a lasting position as important units of a modern fleet."

A Thrilling Escape.

Captain Strasser was the von Tirpitz of the Naval Zeppelin service. Energetic, able, well-informed, aggressive, and courageous, he was indeed a foeman worthy of the British airmen's steel. He was the responsible officer appointed by Lehmann, which was swung down on a steel wire rope half-a-mile from the airship, through the cloud belt, for observation purposes. The German army authorities were slow and sceptical as to its value; they dawdled and delayed for a full year—

With the war in full blast, too, Captain Lehmann narrated how Captain Strasser, of the L3, managed to escape the vigilant cruisers and destroyers of the British Fleet in the North Sea. They met at Friedrichshafen after the war, and he gave the details of his flight. His story illustrates the manner in which a stout commander and crew can manage to save them-

present that first Christmas of the war, the high command had given the navy three new Zeppelins—L6, L7, and L8. That was the beginning.

"The following year, 1915, the navy had many more Zeppelins, though the maximum in commission at one time was not more than 16 because of the losses. Yet those naval airships made 389 long-distance patrol flights during the 12 months' period, besides the 80 raids against England."

"Four of them were lost in action with the enemy. The L3 and L4 were wrecked in a gale on February 17, 1915, both landing in Denmark, where their crews were interned.

The two ships had been sent north to the Norwegian coast to check a report by a merchant vessel which suggested the presence of a large British force in those waters. They found the sea deserted, however. When they turned back for their long homeward flight they had just enough fuel left to make port under the best of normal weather conditions. A strong southerly wind sprang up unexpectedly. It soon increased in velocity until it became a gale. The ships could not make enough speed against it. In later periods they would not have been present so far out without being prepared to receive timely radio warnings of adverse weather. Both commanders, Fritz, of the L3, and Count Platen-Hallermund, of the L4, had been anxious to make a thorough job of their search, so had remained over the doubtful area long enough to scan the surface in all directions."

In Dire Peril. Over the North Sea.

Captain Lehmann narrated how Captain Fritz, of the L3, managed to escape the vigilant cruisers and destroyers of the British Fleet in the North Sea. They met at Friedrichshafen after the war, and he gave the details of his flight. His story illustrates the manner in which a stout commander and crew can manage to save them-

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27	7.01	5.47
28	7.01	5.47
29	7.02	5.48
30	7.02	5.48
31	7.03	5.49

we would not be able to hold her very long, and if we did she would remain in Denmark anyway. Her frame had broken in the middle. Still, I hesitated a moment. She was my first ship. I could hardly steel myself to let her go. The snow squall was now upon us. It made the decision for me. It struck with a furious blast, and blinding masses of snow made the earth as dark as night. The ship was pressed hard down on the ground, but soon began to drag our few men with irresistible force. The tomes, instruments, and other apparatus were taken out, and the wreck temporarily moored. Then we set her adrift.

BRITISH EMPIRE.

EQUALITY OF THE DOMINIONS.

PROFESSOR'S ESTIMATE.

Fleet, Street, Nov. 8.
Professor A. E. Zimmern lectured on "The future of the British Empire" for the British Universities' League of Nations Society at King's College, London, to-night.

Discussing recent constitutional changes, he said that the British Empire had since last year's Imperial Conference been cut up into a number of independent States. It had ceased to be one Sovereign State. London was no longer the capital of the Empire—the Dominion capitals were absolutely equal. In the League of Nations the Dominions were represented as independent States.

This was perhaps the biggest and the bravest single surrender of power which had been made in history by a Government. Formerly speaking, the Empire had been disrupted. It had ceased to be based upon command, and was now based purely upon consent and co-operation. This constitutional experiment had given the Empire a far more effective Constitution than the one which existed before, and one far better adapted to the conditions of the world in the present age.

Small-Sized State Out of Date.

Large scale interdependence was common to both the League of Nations and the British Empire. The ordinary small-sized State was to-day out of date.

Both the League and the British Empire recognised the powers of individual centres to issue commands, and both were based upon the independent responsibility of national parliaments. We had now a world which needed international organisation because its problems were international, but which could only be governed by the consent of the individual centres of power. There had grown up in the last few years, both in London and Geneva, larger international unity—a network of institutions based upon the principle of co-operation and the equal representation of local and group interests. This was a complete revolution in the nature of political institutions.

Our institutions were now designed to forward the rapid circulation and transmission of ideas and policy. As compared with the League the British Empire had the immense advantage of being a going concern, and it would be years before the League was able to act with the authority, power, and dignity which were natural to British statesmen and people. Unlike the League, the British Empire had no centre, and it was able miraculously to exist without a central institution, because it was a spiritual reality—common understanding, desire to co-operate, goodwill, and common intellectual habits already existed within it. There were no limits to the evolution of group consciousness in the future in the British community.

Peace Britain's Chief Interest.

Professor Zimmern went on to say that owing to the great growth of democracy in the world since the war real co-operation between us and the other Great Powers was now possible. If the world was now as anarchical as it was a century ago there would be, he thought, no chance of Great Britain and the Dominions remaining together in the British Empire. Fortunately we were now living in a world of interdependent interests. The existence of the League of Nations had enormously strengthened the British Empire from the purely psychological point of view. Every year the delegations from Great Britain and the Dominions met at Geneva and discussed their common interests under conditions which made them conscious of their unity as compared with all the other countries. The Empire and the League had come naturally together. They had one outstanding common policy, that of peace.

It had become extremely dangerous to British statesmen to allow the possibility of war to remain in the world. We were in reality much more exposed to the dangers of war than were France, Poland, or Germany, and it was a first-class British interest that peace should become the normal rule of the world, and that differences should be thrashed out in "free discussion in a world where war was not allowed."—*Manchester Guardian*.

NEW POSTS IN SUIYUAN.

Peking, Dec. 10.
At the meeting of the Cabinet this morning it was decided to create a post of Commissioner of Foreign Affairs for Suiyuan. Mr. See Ching-kuan was appointed to fill this position. Mr. Wang Chien, formerly director of the metropolitan educational bureau, was named Educational Commissioner of Anhui and Kuei-wei.

FUTILITY OF WAR.

SIR W. ROBERTSON ON COLOSSAL COST.

DISASTROUS TO VICTORS.

London, Nov. 19.
Field-Marshal Sir William Robertson, who served in the ranks of the British Army from the age of 17 until he was 28, and who was Chief of the Imperial General Staff from 1915 to 1918, delivered a striking address last night on the futility of war. He appealed to every man and woman energetically to support all efforts for devising more sensible ways of composing international differences.

Sir William, who is a Lincolnshire man, spoke at the annual banquet of the Lincoln Chamber of Commerce. He said:

Conditions within the Empire are such as to make Imperial defence a very expensive business for this country, and we are now spending on the fighting Services and upon other public Services more than the country can afford to pay.

New Factors.

The annual amount is some £116,000,000, or about forty millions more than before the war. That hardly seems right, seeing that Germany has now practically no fleet and that her army is restricted by treaty to 100,000 men, and that there are several other new factors in the general situation which, if matters are rightly handled by our statesmen, ought to permit of our defence arrangements being constructed on a more modest scale than they are now.

For instance, wars have often owed their origin to despotic monarchical government and the maintenance of a great national army. Such combinations are now rare, the last war having terminated the careers of three Emperors who were mainly responsible for starting it, and other monarchs have fortunately disappeared with them.

No longer can nations be ordered into war, perhaps for dynastic or personal reasons, by swollen-headed monarchs claiming to be almost the equal of the Almighty. It is in most cases the nations themselves who now decide whether peace shall or shall not be broken. That is a great change for the better.

Money Blown Away.

Again, we no longer agree without qualifications that the best way of preventing war is to prepare for it. Instead of preventing war we know that preparations are apt to precipitate it. Never in history were preparations so complete or so widespread as during the 50 or 60 years previous to 1914, and yet never were wars so frequent as in that period.

France fought in Italy; Germany fought in turn Denmark, Austria, and France. There were the Russo-Turkish and Russo-Japanese wars and many wars in the Balkans; the Spanish-American war, wars in China, and our own wars in Afghanistan, Abyssinia, Egypt and South Africa.

Finally, the colossal cost of modern war, in lives and wealth, must, one would think, also act as a deterrent. The killed and maimed in the last war were counted by millions, and the amount of wealth destroyed was no less staggering.

For instance, the cost of our artillery bombardment previous to the launching of the infantry attack amounted in the case of the battle of Arras to £18,000,000, of Misses to £17,500,000, and of the third battle of Ypres to £22,000,000, or

a total of over £52,000,000 for these three operations alone. The weight of gun ammunition fired at Misses amounted to 85,000 tons and in the first nine weeks of the battle of Ypres to 480,000 tons.

A Detestable Thing.

War has become, in short, a wholly detestable thing, and it is almost, if not quite, as disastrous to victory as to vanquished. Consequently many people condemn it as a failure, hate the very word "war," and demand all-round measures of disarmament. Other people declare, however, that human nature, being what it is, war will always be with us, and for it we must always be prepared. Upon which view are we to act?

My own opinion is that questions regarding the reduction of armaments require in our own case to be treated with the utmost caution. At the same time—and let human nature be as wicked, ambitious, and unstable as it may be—I suggest that every man and woman should energetically support all efforts made for devising some more sensible and humane ways of composing international differences than the

French co-Director-General of the Chinese Postal Administration in Peking, the National Government at Nanking have agreed to despatch representatives of the Ankuochun Government as well as delegates of the Chinese Post Office for the discussion of questions concerning the working of the Chinese Postal system regardless of the Chinese civil wars and other disturbing elements.

In his telegram to the Nanking authorities, M. Destelan denies

CHINESE P.O.

IMPORTANT CONFERENCE AT DAIREN.

NANKING REPRESENTED.

Peking, Dec. 10.

At the suggestion of the French co-Director-General of the Chinese Postal Administration in Peking, the National Government at Nanking have agreed to despatch representatives of the Ankuochun Government as well as delegates of the Chinese Post Office for the discussion of questions concerning the working of the Chinese Postal system regardless of the Chinese civil wars and other disturbing elements.

In his telegram to the Nanking authorities, M. Destelan denies that the northern leaders had ever touched the savings funds of the Chinese postal administration as alleged by Southerners who gave it as one of the reasons for the establishment of a separate postal system at Nanking. Furthermore, M. Destelan urges that the Chinese postal adminis-

CIVILISATION.

CRADLE IN WESTERN EUROPE?

DOUBTERS SHAKEN.

Paris, Nov. 8.

If the first day's excavations at Gobekli yielded nothing save satisfaction to the anti-Gobeklians, the second has completely reversed the situation. After a few hours' work in the virgin clay Professor Ferrer, of Strasburg, struck upon a small, round, flat stone nearly a yard below the surface of the ground. Every form of scientific sounding was taken, and not a sign could be discovered that this piece of worked and polished stone was not as old as the clay itself. Abbé Favret, noted for his paleontological work near Rennes, took the object and washed it in the neighbouring brook; whereupon there came to light upon the surface of the stone a number of inscribed lines, clearly cut with some sharp instrument—a drawing quite recognisable of a deer's head and a number of "alphabet-like" marks forming roughly something like the letters "X.T.V.Z." surrounded by two parallel lines and a sort of capital L.

The French reporters who were present all claim this discovery as a triumph for Dr. Morlet's thesis of a Neolithic alphabet antedating the Phenician by many thousands of years and employed in Europe at a time when herds of reindeer roamed Central France. The thesis, if really confirmed, would make Western Europe instead of Mesopotamia the cradle of the world's culture. International experts, however, prefer to reserve judgment.

The next discovery was made shortly afterwards by Mr. Peyrony, the newly appointed French Government curator of Gobekli. It was one of those red clay phallic models bearing on one side the so-called prehistoric death-mask, two eyes and mouth, of which Gobekli has already yielded many scores. Later a kind of bone pendant was unearthed, and this time there seems to be no doubt about the antiquity of the bone.

Thus unexpectedly, and in a few hours after every precaution had been taken against the "salting" of the ground, the major discoveries of Gobekli are regarded as authenticated, so that all the theories save the Neolithic, and in particular that of forgery, have to be abandoned. M. Tricon Royer, a professor at Louvain University, is said to have remarked: "After this there is no further need for the international commission to remain." The experts, however, have agreed to say nothing officially until the work is finished and they present their report.—*Manchester Guardian*.

LATE HUSBANDS.

BATTER WAY INTO HOMES.

Mexico, City, Nov. 14.

Apartment house dwellers from large American cities, accustomed to the noise of subways and elevated trains, riveters and radios, find a new test for their nerves when they hear the average Mexican gaining entrance to his home at night.

In Mexico one does not unlock the front door with a latch-key and slip upstairs quietly, shoes in hand. Properly speaking, there is no front door to the house itself, but a ponderous heavy wooden gate, heavily panelled, leading into the court or patio from outside the street. To gain admittance it is necessary usually to ring the electric bell and hammer a heavy knock against the door for several minutes.

The object of the commotion is to

wake a servant who sleeps in the semi-basement near the gate. By the time this person is awake, however, only the very soundest sleepers among the other occupants of the house are unaware that someone is trying to enter.—*United Press*.

ANTI-SALOON LEAGUE.

Washington, Dec. 10.
The Anti-Saloon League needs ten millions to finance its activities during the next five years.

tric bell and hammer a heavy knock against the door for several minutes.

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QUEEN'S



CHRISTMAS DAY.

NEEDS OF NATURE

SIR FREDERICK LUGARD'S SUGGESTION.

Sir Frederick Lugard, presiding at a meeting of the Imperial Social Hygiene Congress, made a most suggestive speech on the medical service in Africa and the necessity for improving native diet and health conditions. There are considerable areas in British Dependencies in Africa, as Sir Donald Cameron has pointed out, where ordinary medical assistance is unobtainable and Sir Frederick Lugard urges that to make good the deficiency should have priority even over the claims of research. Sir Frederick referred to the necessity of a trained African staff, and added that until educated Africans could rise to a conception of public service it was premature for them to talk of self-government. Regarding the food question, he said he sometimes wonders whether rabbits could not be introduced to Africa for the benefit of half-fed natives. He has no fears that they would multiply till they became a pest, as in Australia. A sufficient of food would go far to promote the material well-being of the native to advance him on the road to civilisation to make him a more efficient economic instrument both in his own interests and those of the European enterprises for which he works. In Sir Frederick Lugard's opinion the confidence of the native can better be won by providing an adequate professional and subordinate staff, which understands him and can speak his language, which is constantly touring the villages and is not liable to frequent change and by the intensive study of every aspect of native life—social, medical, and sanitary—than by building fine hospitals which the natives shun and can only be staffed at the expense of heavy calls on the district doctor.

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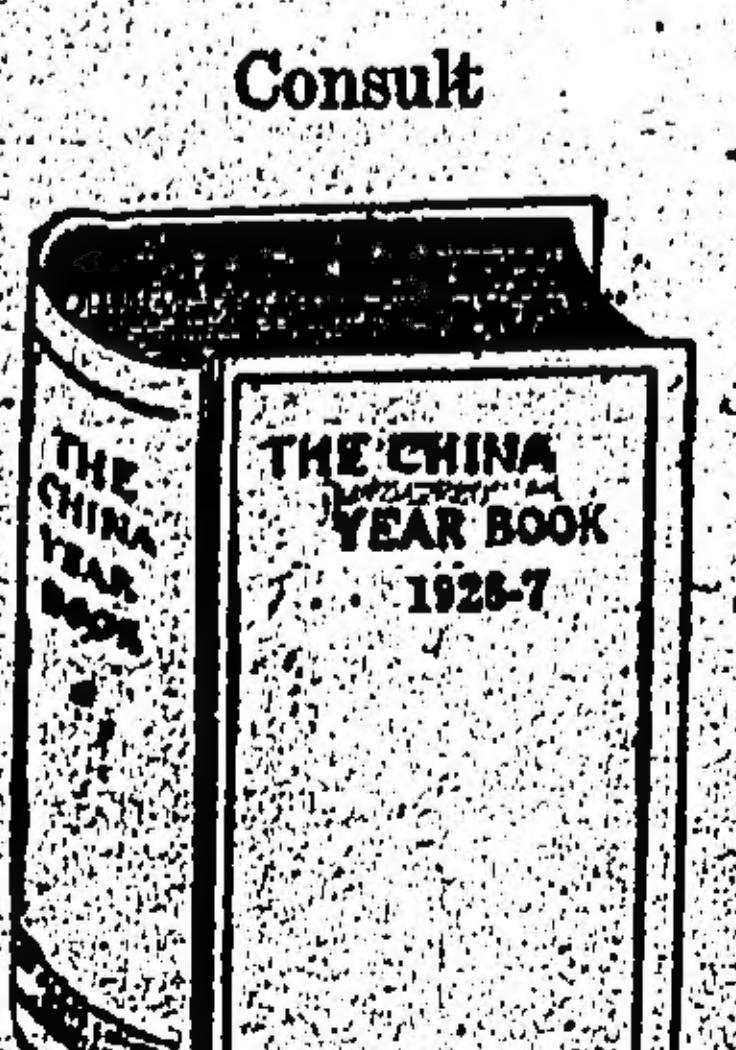
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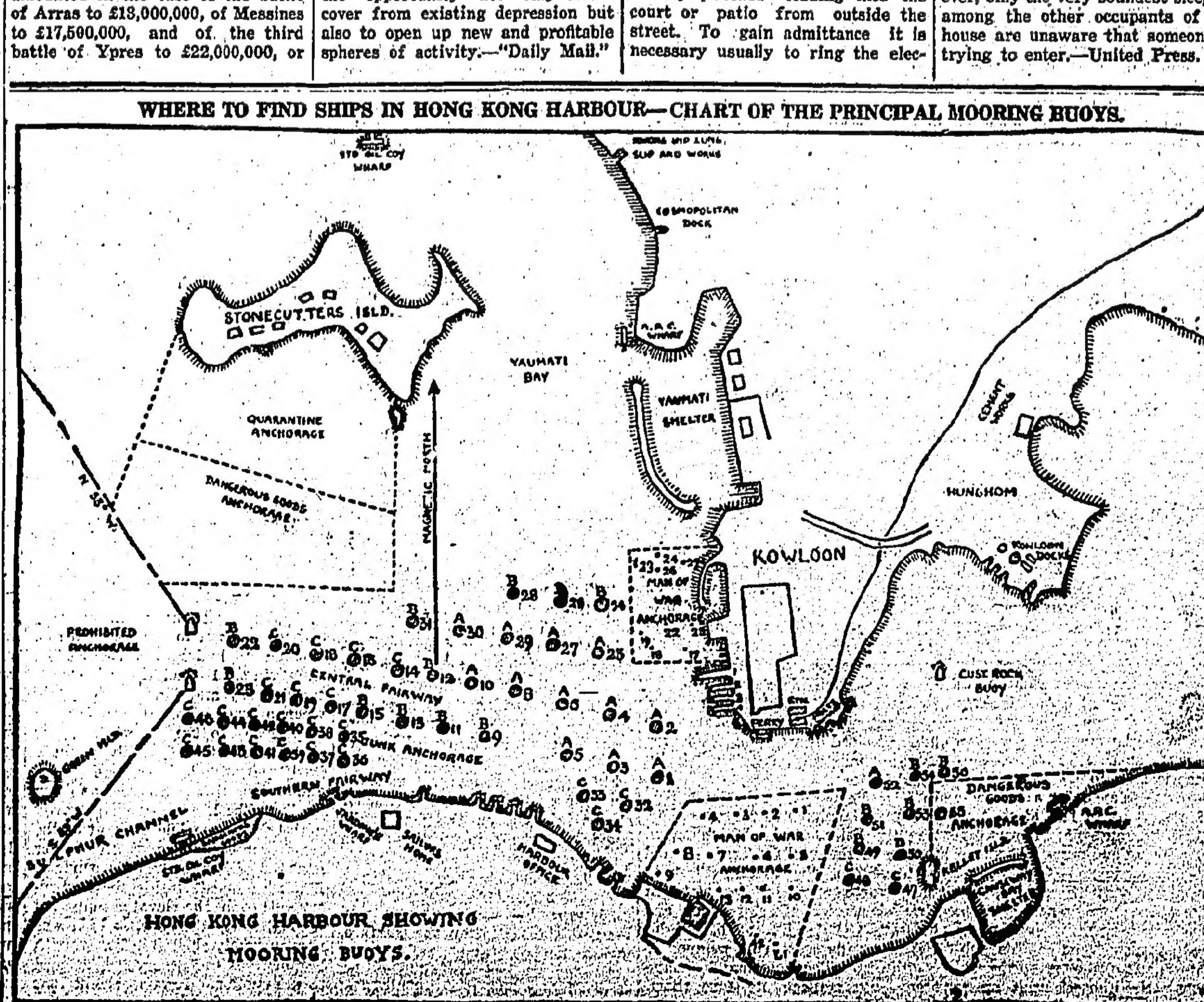


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Special photographs appear in this week's issue of the "Overland China Mail" depicting the stirring and bloody events that took place in Canton recently, when Communists sacked the city, driving from it what few Ironside troops there were there.

Canton has not yet recovered from the blow, despite the fact that the city is again in the hands of the Government troops. Efforts are being made to secure the return of General Li Chai-sum, the business community being anxious to experience something like settled conditions before Chinese New Year. At present little commercial or industrial activity is apparent. Full reports of events in Canton appear in the "Overland."

Local news—social, commercial and sporting—receives comprehensive treatment in the "Overland," there being a particularly interesting crop of Criminal Sessions cases, together with an account of the hanging of the pirates who were concerned in the "Irene" outrage recently.

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"THE OVERLAND CHINA MAIL."

"CULTURE."
SCHOOL SUPERINTENDENT
ON TRIAL.

A CHICAGO CASE.

William McAndrew, superintendent of schools in Chicago, Ill., is on trial before the Board of Education on a series of charges of which the most serious is that he is pro-British. Before these lines appear in print, or shortly thereafter, he will undoubtedly be found guilty. His trial is a formality; the Board of Education which is sitting on his case was put into office by Mayor William Hale ("Big Bill") Thompson for the express and stated purpose of ousting Mr. McAndrew. Thompson himself was elected after an extraordinary campaign in which he brought a cage of white rats to his public meetings, named them for his rival candidates, and excommunicated them, to the huge delight of his audiences. His main campaign plank was that "King George must go." The fact that this statement was entirely without any sense of any kind did not prevent its being hugely effective with Chicago's populace, with its large German, Irish, and other non-Anglo-Saxon foreign-born elements, and with its super-Americanism, which has been augmented in recent years by the teachings of the Ku-Klux-Klan.

The charges against McAndrew centre about the teaching of history in the public schools. Mayor Thompson caused an investigation of the text-books to be made by a member of Congress, Mr. John J. Gorman, and Mr. Gorman reported duly and with horror that these text-books were almost all "pro-English" to the last degree. The charge is based chiefly on the treatment of the Revolutionary War of 1776, the allegation being that these histories fail to paint the American heroes in sufficiently glowing colours, the British soldiers and statesmen in hues sufficiently black. All these text-books which are held up to reproach are by well-known American scholars. That which came in for the severest castigation is by Professor David S. Muzzey, of Columbia University, against whom there is also a personal charge, that of membership of the English-speaking Union. This organisation, according to the Thompson-Gorman theory, is a participant in a deadly plot to Anglise the United States. The Carnegie Endowment for International Peace is charged with complicity, and a powerful weapon in the nefarious scheme, it is alleged, are the Rhodes Scholarships.

The Mayor Takes a Hand.

Being unable to find a text-book of American history sufficiently patriotic, Mayor Thompson called in two of his friends to write him a supplement so aggressively loyal that it would offset the lukewarmness of even the most satisfactory of existing texts. Those who have performed this task for him are Hart Hanson, a contractor, and Peter Mortensen, a taxicab company operator. Both are political and personal friends of his Honour. Their model work contains the words and music of "Yankee Doodle," biographies of Baron von Steuben, Pulaski, Kosciusko, and others (this to show France was not the only good friend of the infant American Republic), and a special chapter on Betsy Ross and the American flag. The frontispiece shows Washington crossing the Delaware; one of the grievances against Mr. McAndrew is that he removed this famous and stirring martial picture from the place of honour and substituted a mere civilian illustration of the signing of the Constitution.

Needless to say, there is no foundation in fact, which is evident to anyone except Mayor Thompson and his friends, for the charges against Superintendent McAndrew. He is a competent professional school executive who was chosen for head of the Chicago system some years ago, when Mr. Thompson was not in office. At that time he was assistant superintendent in New York City. Even that post was obtained, according to the Thompson theory, through the exertion of pro-British pressure.

It is perhaps hardly necessary to say that no historian has taken any part in this campaign against alleged unpatriotic history teaching.

Among the other charges against Superintendent McAndrew is that he has introduced into the schools perplexing and humiliating intelligence tests. The Chicago voters don't want their children's intelligence tested.

The adverse decision of the Board will probably be appealed to the courts, and fought as far as it can be with the support of those Chicago citizens who fear the ousting of McAndrew will be the beginning of an orgy of graft, inefficiency, and incompetence in the school system.

EMPIRE EXHIBITION.

AUSTRALIAN GOVERNMENT'S PLAN.

CORPORATION TO CONTROL.

The Empire Exhibition in Sydney in 1931 is to be controlled by a special body which will be constituted as an incorporated company and backed by the Federal Government.

This corporation will be free from political control. Legislation to give effect to the Federal Government's intention will be introduced this session.

The exhibition will be held in Centennial Park. Other playing areas will be provided in the Metropolitan area to accommodate the cricket clubs thus dispossessed.

The decision to create a special body in the form of a commission or board having the status of a business corporation, to run the Exhibition was arrived at after the possibilities of complete Government control and of private enterprise had been discussed by the committee which recently considered preliminaries for the big event of 1931.

It is proposed that an incorporated body shall be formed on the same business footing as a private company. It will have power to make contracts and enter into financial commitments.

Should the exhibition be run at a loss the Federal Government will be behind the body running it, and will foot the bill. Even should a financial profit not be shown it is

realised that the enterprise will have an immense value to Australia in advertising the country's products and potentialities. Synchronising with the opening of the Harbour Bridge, it will be an historic event for the Commonwealth in general, and for N.S.W. in particular.

Seven Members.

With regard to the personnel of the controlling body, which will consist of five, or possibly seven, members, it is desired to have finance, commerce, and the legal profession represented. The body will work in close co-operation with the Development and Migration Commission. It is possible that the chairman of the development and Migration Commission, Mr. Gapp, will be one of the members of the exhibition corporation. The New South Wales Government also may be asked to nominate a representative.

The Prime Minister, Mr. Bruce, is anxious that the exhibition shall be regarded as a national affair, and all the States will be invited to form committees to co-operate with the controlling body in arranging special State exhibits and advertising.

The idea of making the exhibition international has been abandoned definitely. It will be an Empire exhibition on the lines of that held at Wembley.

Site Settled.

Though several sites were suggested in Sydney, the Federal Government will have none but Centennial Park. Mr. Bruce, it is understood, intimated that the N.S.W. Government would not make Centennial Park available for the exhibition might be held in Melbourne.

The Premier, Mr. Lang, expressed his willingness to co-operate in this respect, and to recommend Parliament to subsidise the exhibition if necessary. It is not anticipated that Mr. Bavin's Government will be less sympathetic towards a project of such importance to New South Wales.

Money has been placed on Mr. Lang's estimates for the provision in the metropolis of playing areas to accommodate the cricket and football clubs which will be dispossessed by the requisition of Centennial Park for the exhibition.

The agreement with the Federal authorities for the loan of the Centennial Park stipulates that none of the ponds or palm avenues shall be interfered with. It is understood that permanent improvements worth \$200,000 will be made to the park for the purpose of the exhibition, and when the latter is over these will remain the property of the Government.

So mild that they act like nature's results. Pinkettes are the ideal laxative remedy to keep handy in the house. When constipated,

it is perhaps hardly necessary to say that no historian has taken any part in this campaign against alleged unpatriotic history teaching.

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PEKING CABINET.

REPORTED REORGANISATION
CONTEMPLATED.

FINANCE MINISTER TO GO.

Peking, Dec. 10. According to vernacular reports there is the possibility of the present Peking Cabinet being completely re-organised or at least several changes made. One report is that General Yang Yu-ting is likely to succeed Mr. Pan Fu as Premier but no official news of impending changes is obtainable.

Peking, Dec. 11. Reports of Ministerial changes being imminent are still persistent in Chinese circles. The "Chen Pao" states that the present Finance Minister, Mr. Yen Tze-pu, and the Minister of Justice, Mr. Yao Chen, are about to retire from the Cabinet.

The paper goes on to say that possible candidates for the Ministry of Finance are Mr. Li Shih-hao, who was Minister of Finance in 1924 under Marshal Tuan Chi-jui, and Mr. Wang Keh-min, who was Minister of Finance under Marshal Tsao Kun.

Mr. Shan Yu-sheng, at present Vice-Minister of Justice, is reported to be a likely candidate to fill the office now occupied by Mr. Yao Chen.

SUSSEX DOWNS.

ANOTHER GENEROUS GIFT FOR
THE PUBLIC.

Particulars will shortly be announced of another gift of beautiful downland between Eastbourne and Seaford to be preserved as an open space. Recently Mr. W. C. Campbell, of Eastbourne, gave £5,000 in order to complete the purchase of the Seven Sisters, that bringing his individual gift up to £7,000. The land to the east of the Seven Sisters estate belongs to the Ecclesiastical Commissioners, and it is understood that they have given instructions it shall not be built upon. Beyond the Commissioners' land is the Chyngton estate, including the Cuckmere Valley, famous many years ago as the head-quarters of smugglers. This estate belonged to the Pelham family, and was recently placed on the market. A gentleman, whose name is at present withheld, was so impressed by the appeal in the press that he purchased the estate, and will shortly hand over the deeds to the National Trust.

As the Eastbourne Corporation has acquired Parliamentary powers to purchase the land round Beachy Head almost as far as the Seven Sisters estate, it appears certain that the whole stretch of downland on the coast from Eastbourne to Seaford Head is saved from any building development.—Ex.

DISASTROUS FIRE.

Kansas City, Dec. 10. A fire which broke out last night destroyed two units of the Morris Plant and did a million dollars' worth of damage.

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Preacher: Rev. W. R. Cannell.
Monday, St. Stephen.
Holy Communion, 7.45 a.m.
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Wednesday, Innocents Day.
Holy Communion, 7.45 a.m.
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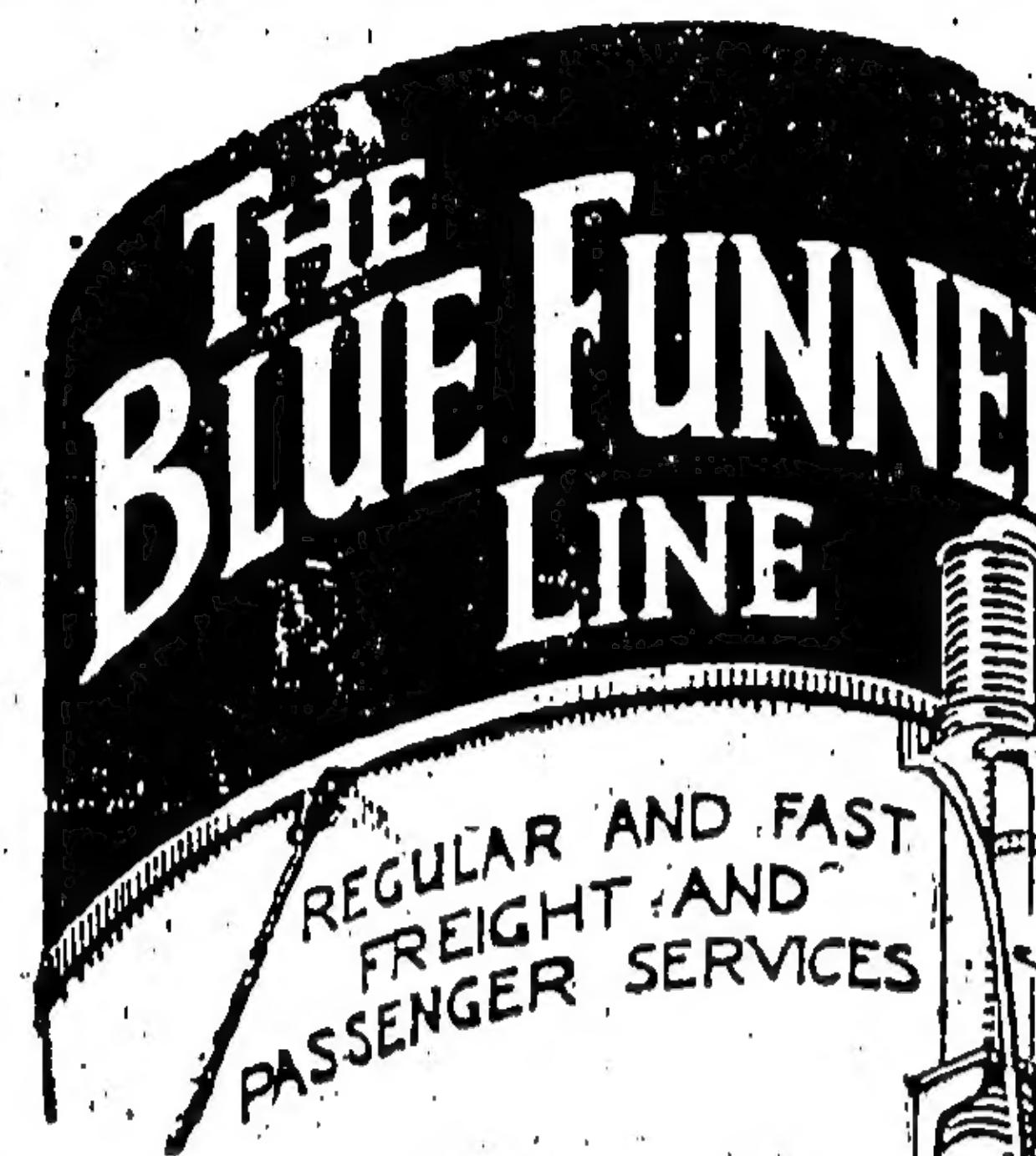
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TUESDAY, DECEMBER 27 Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Mauritius—due Marseilles, 25th Jan. 1928. K.P.O.—Registration 8 a.m. Letters 8 a.m. G.P.O.: Registration 8.15 a.m. Letters 8.30 a.m. Patroclus.

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Sandakan Sui Sang Noon

THURSDAY, DECEMBER 29 Swatow, Amoy & Formosa Dell Maru 8.30 a.m.
FRIDAY, DECEMBER 30 Swatow, Amoy & Foochow Hal Ning 1 p.m.

*Correspondence bearing vessel's name only.

China Mail

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HONG KONG, SATURDAY, DECEMBER 24, 1927.

THE DOLLAR DIRECTORY CO.
INVITE INFORMATION FOR THE
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DOLLAR DIRECTORY.

SIR LESLIE WILSON.

Indian Rebels Seek His Life.

POLICE PRECAUTIONS.

Bengal Revolutionaries Working From Goa.

Bombay. Following the attempt to wreck the special train of the Governor of Bombay, Sir Leslie Wilson, near Igatpuri last month, rumours have been in circulation of a plot to make other attempts on his life. These form the subject of a leading article in the "Times of India," which says that elaborate police precautions were taken during his recent southern tour. It is believed that the attempts, actual and frustrated, were the work of Bengal revolutionaries operating from Goa, which borders part of the district covered by the Governor during his tour.

The police have received information of threats to the life not only of the Governor but also of the Commissioner of the Southern Division.

The Governor, who is in residence at Bombay, treats the matter lightly.

PRAYER BOOK.

BISHOPS AND THE COMMONS VOTE.

"NOT FINAL."

Rugby, Yesterday.

The Diocesan bishops of England, after two days' consideration of the position brought about by the rejection of the Prayer Book measure in the House of Commons, announce that the measure will be reintroduced into the Church Assembly as soon as possible. Such changes only will be made as may tend to remove misapprehensions, make clearer and more explicit its provisions and limitations.

The decision is announced in a statement which expresses the belief that the recent adverse vote of the Commons was influenced by certain unavoidable misunderstandings as to the character of the proposals and cannot be accepted as final.

The meetings of the bishops have been adjourned till January 11 and considered proposals will be deferred until the February meetings of the Convocation and Church Assembly.—British Wireless Service.

A LONG BRIDGE.

CONTRACT FOR A BRITISH FIRM.

Rugby, Yesterday. The bridge to be built over the Benue River, to complete the Eastern Nigerian Railway connecting Port Harcourt with Bauchi tinfalls, will be the longest in Africa. The new enterprise, which will stimulate the already rapid development of Northern Nigeria, will cost about £1,000,000 and the contract, which has been placed with a British firm, is for a bridge of thirteen spans and 2,584 feet between abutments.—British Wireless Service.

TRADE CONFERENCE.

LORD LONDONDERRY IN HOPEFUL VIEW.

Rugby, Yesterday. Lord Londonderry, one of the signatories of the invitation to the Trades' Union Congress to participate in the proposed industrial peace conference, said last night that he felt nothing but good could come from the meeting. Parties would be able, in conference, to state their difficulties and to find some means of meeting them.—British Wireless Service.

AIRMAN'S MOTHER.

FLIGHT TO MEXICO CITY FOR CHRISTMAS.

Mexico City, Yesterday. Mrs. Lindbergh has arrived, accompanied by her son who flew to meet her.—Reuter's American Service.

A recent telegram stated that Mrs. Evangeline Lindbergh, mother of Colonel Lindbergh, the famous young aviator, intended to make a flight from Detroit to Mexico City to spend Christmas with her son.

TRUMPET WORDS.

Term "British" Can't Be Bettered.

A COMPLEX SENTIMENT.

Seeking A Word To Stir Pride And Patriotism.

Bombay. An Australian invites me to invent a better word than British and Briton for our common citizenship of the Empire. He says that he does not like to call himself a Briton, or to declare that he is a Britishman. He abominates the dreadful word Britisher. He wants a word that will stir his pride and his patriotism." writes Mr. James Douglas in the "Daily Express."

"He dislikes the sound of Briton, British and Britisher. They are gritty and discordant sounds. They are too local and parochial. They are insular. They mean nothing to Englishmen, Scotsmen, Welshmen, Irishmen, Canadians, Australians and South Africans.

Sentiment Exists.

"I do not believe that a code word for the citizenship or comradeship of the Empire can be invented or enforced. The sentiment exists, but there is no name for it, because it is too complex to be named. It is a compound of love for the birthplace and love for the union of all the birthplaces. It is a mixture of all the men and all the races and all the loyalties to them as a whole, in which the place-names, and place-sentiments are mingled.

"British is the only epithet which covers the whole field of loyalties. If we cannot all persuade ourselves that we are Britons we can at least glory in being British and in being Britishers, with British fidelities and obligations.

"These words are inadequate, but they are the best we have got. We can enlarge their meaning. We can charge them with a richer significance and symbolism. Our poets can fuse them with their poetry. They can be vitalised with reverence and romance. There is no reason why all our ideals should not be poured into them. Briton, British and Britisher may become trumpet words. We have nothing better."

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A WHITE CHRISTMAS.

LONDON WEARS A HOLIDAY AIR.

EXODUS OF TRAVELLERS.

Rugby, Yesterday. The Christmas holidays began to-day in earnest. Shopping reached its climax, and all the London stations were crowded with travellers. A feature was heavy bookings for the Continent.

All the air services to the Continent had to be cancelled owing to a gale raging in the Channel.

The very mild weather which, in the south of England, was followed by the recent severe cold, is hardly likely to last, according to the weather experts. The wintry conditions which have continued in the North are not unlikely to extend to the South, so that there is, after all, a prospect of a white Christmas for London.

Sir Charles Batho, Lord Mayor of London, has issued the following message to Londoners:

"In offering a Christmas greeting to the citizens of London, I think we may congratulate ourselves upon the happy gestures which have been made by some leading employers as indicative of the establishment of peace and goodwill in our industries. I sincerely hope that this augurs the dawn in the New Year of an era of prosperity based upon a better understanding, as between master and man."—British Wireless Service.

FRENCH FRANC.

EXAMPLE OF ITALY TO BE FOLLOWED.

New York, Yesterday. According to the Journal of Commerce, the French Government has completed plans for the revalorisation of the franc and will follow the example of Italy and return to the gold standard early in 1928. In this connection the Bank of France recently arranged a credit of \$10,000,000 (gold) in New York.—Reuter's American Service.

Wellington, Yesterday. O. F. Nelson, E. W. Giff, A. G. Smyth, whose names were mentioned prominently in connection with the recent enquiry into the conditions in Samoa, have been deported from West Samoa for five, and two years, respectively.—Reuter's American Service.

TO-DAY'S DOLLAR.

The closing rate of the dollar, on demand, to-day was 2/0 5/16.

A SACRED CAT.

Story of a Japanese Animal.

STOLEN BY CHINESE.

Back Markings Resemble Women in Kimono.

"I am told that every cat in Japan which is born with a certain marking is considered as sacred, at least by some sects or some portion of the public. It is held to contain the soul of an ancestor, and is sent to a temple," writes Lilian J. Voley, D.Sc., in "Cat Gossip," concerning one of these cats.

"No such cat would ever be parted with; this one, I was informed, was stolen by a Chinese servant, and carried on board a ship. Here it became the property of an English officer, who would have wished to return it to its temple, but dared not do so on account of the feeling aroused by the theft. It was brought home, and eventually came into the possession of an English family in Putney, who respected its traditions, and with whom it enjoyed a happy home and lived to an honoured old age. The cat was black and white in colour, the black patch on the back being the 'sacred' mark—which is supposed to resemble a woman in a kimono."

STOLEN NOTES.

ECHO OF A ROBBERY IN COLOMBO.

PRESENTED IN SYDNEY.

Sydney, Yesterday. On the arrival of the steamer "Moldavia" a young woman presented to the Commonwealth Bank \$100 in English notes, the numbers corresponding to those in the recent robbery in Colombo of £25,000 from a mail bag during its transfer from the steamer "Malaya" to a China-bound steamer.

No suspicion attaches to the woman who evidently acquired the notes innocently in Colombo.—Reuter's American Service.

EMPIRE EXHIBITION.

TENPENCE IN POUND FOR GUARANTORS.

A STRIKING COMMENT.

London, Yesterday. Almost £36,000 has been "salved" and the guarantors' final instalment of 2/6 in the £ will not be needed is indicated in the final report of the Empire Exhibition liquidators after two years' work. Nearly tenpence in the £ will accordly be refunded to the guarantors, on whom calls totalled approximately £2,000,000.

Commenting on this one guarantor remarked: "If the exhibition had been run as well as the liquidation it would have been a success."—Reuter's American Service.

U. S. STEEL.

FRENZIED BUYING OF STOCKS.

New York, Yesterday. On the Stock Market, frenzied buying of United States Steel Corporation shares broke out at the final hour, carrying up the price nearly five points to 154—the highest figure for several weeks. The rise is attributed to a revival of rumours of a special stock distribution early in 1928.

The increased demand for steel is undoubtedly a stimulating factor.—Reuter's American Service.

ATLANTIC 'PHONES.

UNPROFITABLE TO AMERICAN COMPANY.

New York, Yesterday. In connection with the statement in the British House of Commons that the British Post Office is losing on the trans-Atlantic telephone service, the American Telephone